The Bombay Gazette.

No. 7,288.—New Series. BOMBAY :—THURSDAY, JULY 22, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

62

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

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LONG ADVERTISEMENTS.

First insertion	8 As. per line.
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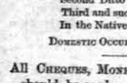
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship Himalaya, 1,341 Tons, 250 H.P., Commander W. H. Atkinson, will be despatched on Tuesday, the 3rd August at noon.

	August.		August.
Leave Bombay	3	Leave Madras	15
„ Carwar	5	„ Coconada	17
„ Narrakal	7	„ Vizagapatam	18
„ Tuticorin	9	„ Bimlipatam	19
„ Colombo	10	„ Gopalpore	20
„ Galle	10	„ False Point	21
„ Negapatam	12	Arrive Calcutta	22
„ Pondicherry	13		

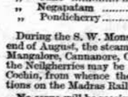
During the S. W. Monsoon, viz., from the beginning of June to end of August, the steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin; but passengers for the Neilgherries may be landed at Narrakal, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)



THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

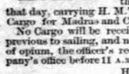
The steam-ship Abyssinia, 1,129 tons, 200 H. P., Commander J. Templeton, will be despatched on Saturday, the 24th July at 4 P.M.

Up.	July.	Down.	August.
Leave Bombay	24	Leave Bussorah	13
„ Kurrachee	28	„ Fao	13
„ Gundur	29	„ Bushire	17
	Aug.		
„ Muscat	1	„ Linga	19
„ Bunder Abbas	3	„ Bunder Abbas	21
„ Linga	4	„ Muscat	23
„ Bushire	7	„ Gundur	25
„ Fao	8	„ Kurrachee	28
Arrive Bussorah	9	Arrive Bombay	31

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday, at 4 P. M.

The steam-ship Kurrachee, 510 tons, 120 H. P., Commander A. Cottier, will be despatched on Saturday, the 31st July at 4 P.M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. BENGAL, (2,185 tons, and 465 H. P.), Captain G. N. Hector, will be despatched for the above Ports on FRIDAY the 23rd July, leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Wednesday, the 21st instant.

H. S. BOSTOCK, Actg. Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 17th July, 1869.

NOTICES.

ADDIS' PATENT CART.—The undersigned having been appointed sole Agent for the above Patent, all applications for supply thereof, and information connected therewith, to be directed to Mr. FELIX KLINGELHOEFER, Tanna.

Tanna, 15th January 1869.

MESSRS. M. B. COHEN & Co., Shipping and General Commission Agents, No. 8, Meadow Street, Pinnance Bell Lane. M. B. COHEN & Co.

20th January 1869.

N. B.—Orders from Up-country promptly attended to.

STREET'S INDIAN and COLONIAL MERCANTILE DIRECTORY.

For sale, at this Office, Street's Indian and Colonial Directory, price Rs. 12-8, giving names and addresses of merchants, professional men, and shopkeepers in all the principal towns of India, Ceylon, China, Japan, Australia, New Zealand, Tasmania, South Africa, Canada, British Columbia, South and Central America, West Indies, Mediterranean, and Great Britain, and also names of consuls, trade returns, customs' tariffs, means of communication, and other information regarding the above mentioned places invaluable to merchants.

"Bombay Gazette" Office, May 11.

WENHAM LAKE ICE COMPANY, No. 9, MARINE STREET.

WE beg to call particular attention,

1st. To our stock of Ice stored up at present, say about seventeen hundred Tons.

2nd. Shipments on the way.—It would be useless to solicit regular consignments, if we were not in a position to convince the most sceptical that our supplies of Ice are not likely to fail. We annex names of vessels, date of sailing, and quantity of Ice shipped now on the way to us—

Names of Vessels.	Date of Sailing.	Tons Shipped.
"Lydia Sholfield"	March 20th	1573
"Bennington"	April 12th	1132
	Total Tons...	2705

3rd. Prices of Ice.—As regards the price of Ice, we are not bound to any particular tariff. Large buyers will always have an advantage over small ones. Steam Ship Companies, Transports, out-station Ice Depots, will find it to their advantage to communicate with us.

4th. Advantages offered to regular constituents or Book Customers.—We issue Pass Books, which are a great convenience, and serve to insure against fraud. In addition to convenience and protection against fraud, book customers as well as regular out-station constituents have a great advantage in being sure of supplies of Ice at all times at not above one anna per pound, or at less than an anna if our tariff is temporarily lowered. There is often a scarcity of Ice in Bombay. In times of scarcity, if we have reason to suppose that our supply will not be sufficient for the entire public, we shall only sell (except in cases where Ice is required for illness) to our book customers here and at out-stations. Even if we had sufficient supplies of Ice for all consumers here and at out-stations, we should feel justified in raising our price to all save book customers.

With a safe supply of Ice at present, even if one or more vessels are lost at sea, and with the advantages we offer regular book customers here regular constituents at out-stations, Steam Ship Companies, Transports, &c., we trust the Wenham Lake Ice Company will meet with a continuance of the public patronage which has been given to it since its inauguration, and which we are most happy to say has daily increased.

FARNHAM & Co.

KEROSINE OIL STREET LIGHTING.—It is now some two years or more since we first called the attention of Municipalities and the Public to the great advantages Kerosine Oil offered to any oil extant or gas for street lighting, or for any out-door lighting where a lamp is required that neither wind nor rain affects, or for lighting Railway Stations, Factories, Verandahs, &c., &c. The demand for our lamps has steadily increased from month to month, and frequently we have not had sufficient in hand to meet indents on us. We are now, however, in a position to meet all demands for these lamps, having in Godown at present a large stock of Victoria and Washington Street Lamps, as also a stock of the internal parts of these Street Lamps, which can be used in any ordinary street lantern. We have on the way consignments of the same kind of lamps, also consignments of "internal parts."

The advantages of our Lamps for Street, Railway, Garden, and Verandah lighting, &c., are enhanced—

1st. By their cheapness. There is no lamp offered for sale in India that is so cheap; and we make the most liberal discount to large buyers.

2nd. The cheapness of Kerosine Oil. It is cheaper than Colzaunat or Castor Oil, and is, of course, very much cheaper than gas.

FARNHAM & Co.

TOBACCO.—We beg to call special attention to our stock of Tobacco in hand at present; we have in our Godowns ample supplies of Golden Orange Honey Dew, ½ lb. lump Tobacco.

We have also large supplies of Virginia Plum, ½ lbs., and Magnolia, ½ lbs. A liberal discount will be made to the trade, Mess Clubs, and to all large buyers.

FARNHAM & Co.

SUNDRY ARTICLES of American Import are for Sale at our Godowns, and at the Wenham Lake Ice delivery room, No. 9 Marine Street.

An invoice of Scales, comprising 1,200 lbs., 800 lbs., and 400 lbs. Platform Scales on wheels, American Union Scales, Cheap Tea Scales, &c., &c.

Balance of an invoice of Ladders of different lengths.

A quantity of Black Varnish; also Preserved Peaches, in 3 lb. tins, at Rs. 14 per dozen. Preserved Milk (Borden's) at the very low price of Rs. 12 per dozen. Preserved Coffee (Borden's) Rs. 12 per dozen, which is cheaper than any Coffee to be had in Bombay.

Preserved Lobsters, Oysters, Tomatoes, the former in 1 lb., and the latter in 3 lb. tins, at the low rate of Rs. 6 per dozen.

Shortly expected to arrive ex "Messenger," "Lydia Sholfield," and "Bennington," from Boston, Lumber, Tar, Pitch, Rosin, Bright Varnish, Turpentine, &c.

FARNHAM & Co.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £34. } of Wines.

Steamers will leave Bombay every four weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear:—

REQUIREMENTS.

½ Dozen Silk and Wool Shirts.	1 Rug with Straps,
½ „ Under Vests.	1 Maud.
2 „ Linen Collars.	1 Inverness Cape.
1 „ Fine Cotton Socks.	1 Hand Portmanteau.
1 „ Fine Merino Socks.	2 Overland Trunks.
½ „ Fine Merino Drawers.	1 Clothes Bag.
½ „ Coloured Handkerchiefs.	1 Travelling Hat,
1 „ White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First "class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

WEEKLY COMMUNICATION WITH ENGLAND.

On Tuesday, the 27th July, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. NUBIA, 2,095 tons, and 450 H.P., Captain C. J. Wilkinson, WILL LEAVE FOR SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No Cargo can be received on board after sunset on the day previous to sailing.

Parcels will be received at this Office until 11 A.M. on Monday, the 26th instant.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the Apollo Road at Mazagon for the convenience of Passengers at 3 P.M., precisely, on the day of sailing.

H. S. BOSTOCK, Actg. Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 20th July, 1869.

PASSENGERS are requested to be on BOARD the MAGDALA by 9 o'clock THIS MORNING.

STEARNS, HOBART, & Co.

Bombay, 22nd July, 1869.

Now Ready,

THE BOMBAY UNIVERSITY CALENDAR for 1869-70, with the Examination Papers for 1868-69. Price Two Rupees.

THACKER, VINING, & Co., Bombay.

THE BOMBAY COAST and RIVER STEAM NAVIGATION COMPANY, Limited (in Liquidation).—A FIFTH and FINAL DISTRIBUTION of the Assets of this Company, at the rate of FIVE (5) RUPEES per Share, is NOW PAYABLE to the Shareholders.

JOHN DIXON, } Liquidators.
JOHN L. SCOTT, }

Elphinstone Circle, Bombay, 21st July, 1869.

LARGE FIRE-PROOF SAFE.—A large, cupboard size, FIRE-PROOF SAFE, by Chubb and Son, for SALE. Dimensions 6-5 by 4-5 by 2-5.—Apply to the Liquidators, Imperial Banking and Trading Company, 13, Meadow Street.

TO be LET, furnished, from the 1st August next, a SMALL HOUSE on Malabar Hill. For particulars apply to NANSEY KHYRAZ, 13, Meadow Street.

COLT'S New Patent CENTRAL FIRE Cartridge REVOLVERS,

While doing away with nipples and the necessity of capping the same, have retained all the best qualities of the Original Colt's Pistol. In length of range, accuracy of fire, force of penetration, simplicity of construction, and durability, they surpass all other Metallic Cartridge Revolvers. Holsters, Belts, Pouches, Ammunition.

Price Lists free. Address—

COLT'S FIRE ARMS COMPANY. 14, PALL MALL, LONDON.

HEAL and SONS. IRON AND BRASS BEDSTEADS, for all parts of the world. SOLID MAHOGANY BED ROOM FURNITURE, Entirely free from Veneer, very suitable for extreme climates. HORSEHAIR AND SPRING MATTRESSES, and every Description of Bedding for India and the Colonies. ILLUSTRATED CATLOGUE. Of the above goods sent free by post to every part of the world to which there is Book Post.

HEAL AND SON. 196, 197, and 198, Tottenham Court Road, London, W. *** Remittances and Orders must be made payable in London.

FRAUD. On the 27th June, 1866, Motebwallah, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to TWO YEARS' RIGOROUS IMPRISONMENT.

And on the 30th of the same month, for SELLING SPURIOUS ARTICLES, bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one SELLING SPURIOUS OILMEN'S STORES, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully before taking delivery of them. The Genuine Manufactures of Messrs. Crosse & Blackwell may be had from every respectable Dealer in India.

JUDSON'S SIMPLE DYES FOR THE PEOPLE (registered) are undoubtedly the most useful article ever offered to the public

ANY ONE CAN USE THEM.

Anything can be dyed with them in a few minutes without soiling the hands. In England "Judson's Dyes" are as "Houses hold Words." Articles of Clothing that have been put aside as faded and useless may be made nearly equal to new, by merely following the simple directions appended to each bottle of Dye.

NAMES OF COLOURS.

Magenta, Mauve, Violet, Scarlet, Green, Blue, Pink, Crimson, Brown, Canary, Orange, Black.

PRICE SIXPENCE PER BOTTLE.

May be had of Druggists and Storekeepers throughout the world or wholesale of

DANIEL JUDSON & SON, 19A, Coleman St., London.

Agents at Bombay.

Bolton & Co., Elphinstone Circle.

Thacker & Co. (Limited).

N B.—Observe our Trade Mark on every bottle.

W. V. WRIGHT and Co.'s PURE COAL-TAR SOAP. Registered as SAPO CARBONIS DETERGENS.

This Soap is compounded from our "LIQUOR CARBONIS DETERGENS," which, according to the testimony of the leading Medical Journals, is unrivalled for its Detergent and Antiseptic qualities, besides being an almost infallible specific for Indolent Ulcers, Wounds, Sores, and Affections of the Skin generally. All the active principles of Coal-Tar, including that powerful disinfectant, Carbolic Acid, are contained in the "*Liquor*," and are developed in the Soap in a milder form.

W. V. Wright & Co.'s Pure Coal-Tar Soap is a material security against infectious diseases of every sort, and moderates the effluvium of house drains. This effect is produced by the water being thrown into them in which the soap has been used for washing.

W. V. Wright & Co.'s Pure Coal-Tar Soap improves the general condition of the skin, which becomes soft and silky, and after washing, leaves a delicious sensation of a most agreeable and refreshing character. The face assumes a clear and healthy appearance; there is no liability to chilblains or chapped hands, and offensive emanations from the person (if there be any) are quickly removed.

W. V. Wright & Co.'s Pure Coal-Tar Soap prevents the hair from turning prematurely grey. All ordinary soaps destroy the colour of the hair more or less; but the "Sapo Carbonis Detergens" does not produce this effect, partly because it contains a very small proportion of alkali and partly because of the peculiar nature of the alkali, and the special form and combination in which it exists.

W. V. Wright & Co.'s Pure Coal-Tar Soap, from the small quantity of alkali which it contains, as well as from the compression to which it is subjected, does not soften or waste in water like other soaps, and will be, therefore, found most economical in use.

W. V. Wright & Co.'s Pure Coal-Tar Soap is a specific against the bite of reptiles, the sting of insects, &c., &c., and is an invaluable article in hot climates.

W. V. Wright & Co.'s Pure Coal-Tar Soap is most highly spoken of by the Press. The following is from the "Lancet" Dec. 22, 1866:—"In our hands it has been a most effective agent in the case of various skin diseases, especially of the chronic eczematous class; and one case of psoriasis, which had resisted all other kinds of treatment, speedily got well under the application of the Liquor Carbonis Detergens. We esteem it a very valuable addition to our list of skin remedies, and worthy of a very extended trial by the profession. In the above classes of disease, and in various others, such as foetid ulcers, &c., the preparation is put into the form of soap; Messrs. W. V. Wright and Co., London, are the manufacturers." See also "Medical Times and Gazette," Jan. 19, 1867.

British Medical Journal," Jan. 26, 1867.

Sold in Tablets at 6d. and 1s. each by all Chemists,

And wholesale by the Sole Proprietors,

W. V. WRIGHT & COMPANY,

Manufacturing Chemists, Wholesale and Export Druggists, Southwark Street, London, S.E.

Removed from No. 11, Old Fish Street, E.C.

Established 1667.

Messrs. W. V. Wright & Co. will be happy to forward to the trade, free of all charge, a monthly Price Current of Drugs, Chemicals, Pharmaceutical and Photographic Chemicals, of their special manufacture, of guaranteed purity.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co., WINE MERCHANTS TO HER MAJESTY THE QUEEN AND HIS ROYAL HIGHNESS THE PRINCE OF WALES.

BOMBAY HOUSE, DEAN LANE.

TO our many Constituents and to the Public in general we have the pleasure of announcing the arrival of several large Shipments of our various brands. We would draw especial attention to the following Select Brands, which are confidently recommended.

CHAMPAGNES, which have arrived in excellent condition.

Finest Dry Sparkling	Rs.	36
Do. in Magnums	„	74
Fine Sparkling	„	32
Good Sparkling, for Cup and Ball purposes	„	27

The above we have also in Pints at Rs. 19-8, Rs. 17-8, and Rs. 11-8.

SHERRIES.

Amontillado, a very choice Wine of delicate flavour	Rs.	32
Amoroso, very choice and full flavoured	„	28
Our celebrated BROWN SEAL Sherry, a soft pale and dry Wine	„	22
Old and very choice EAST INDIA MADEIRA	„	33

BORDEAUX WINES.

Chateau Mouton, Gold capsule	Rs.	30	Rs. 16
Chateau Rauzan, Black capsule	„	25	„ 14
Chateau Palmer, Blue capsule	„	22	
Medoc, Red capsule	„	15-8	
Sauterne, Red capsule	„	22	

In addition to the above Selection, our Godowns are well stocked with our usual supplies of Wines, Spirits, and Liqueurs, as enumerated in our General List.

CUTLER, PALMER, & Co.

W. BERTRAND and Co.'s BORDEAUX WINES.

ST. JULIEN MEDOC	Rs. 10 per doz.
CHABLIS	„ 14 „
HUNT BARSAC	„ 14 „

BLACKWELL & Co.

FOR SALE at the Godown of the undersigned—

Barclay and Perkins' Porter, Quarts at Rupees 5 and Pints at Rupees 3-8 per dozen. } Bottled by J. W. Bridges
Bass', Pale Ale, Quarts at Rupees 5-8 } and Son.
and Pints at Rupees 3-8 per dozen.

Dublin Stout, bottled by J. M. Borthwick, Quarts at Rupees 4-13 and Pints at Rupees 3-8 per dozen.

A few small quantities of fine Port and Madeira, at Rupees 24 per doz.

Full flavoured Port, at Rupees 20 per dozen.

SIR C. FORBES & Co.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, ex "Courrier de Bombay," from Bordeaux—Messrs. Finke & Co.'s famous Wines.

Claret.—Medoc St. Julienne...each case 4 doz.	Rs.	10	per doz.	
Do. Pauillac	„	4	„	12
1864 Monton d'Armaillacq	„	1	„	15
1864 Chateau Larose	„	1	„	20
1864 Chateau Lafite	„	1	„	25
Brandy.—Robin & Co.'s 3 years old	„	1	„	22
Do. 10 „	„	1	„	30
Finke & Co.'s fine Champagne Cognac	„	1	„	20
Sherry.—Gibb & Bruce's green seal	„	2	„	18
Do. red	„	2	„	22
Do. Amontillado	„	2	„	30

Sherry.—Robertson's blue seal 1 doz. case. Rs. 18 per doz.

MACNEE, THOMSEN, & WARNEKEN.

FOR SALE, at the GODOWNS of the undersigned—

Cunliffe, Dobson, & Co.'s

CHAMPAGNE	Quarts	Rs.	40 per dozen.
Do.	Pints	„	20 „
MOSELLE	Quarts	„	42 „
BRANDY		„	30 „
SHERRY		„	25 „
CLARET		„	23 „
Coyle & Co.'s			
PALE DRY AMONTILLADO SHERRY		„	27 „
PORT WINE of 1840 Vintage		„	30 „
Larronde Frere's			
St. JULIEN		„	12 „
MARGAUX		„	17 „
CHATEAU LEOVILLE		„	24 „
OLD COGNAC		„	20 „
SUPERIOR OLD COGNAC		„	25 „
Domingo D'Almeida Soares'			
PORT WINE of 1815 Vintage		„	30 „
Do. 1847 Do		„	24 „
J. J. Ronaldson & Sons'			
SHERRY		„	18 „
W. McEwan's			
BEER	Quarts	„	4½ „
Do.	Pints	„	3 „

REMINGTON & Co.

CHAMPAGNES, &c.

BRAND, C. TOVEY.

"An Eagle displayed with two heads, charged on the breast" "with a Saltier."

AY	Rs.	26
Ditto in Half Pints, per case of 4 dozens	„	31
EXTRA DRY SILLERY ROYAL	„	36
ROYAL BOUZY, Very Dry	„	40
Ditto in Half Pints, per case of 4 dozens	„	50
VERZENAY IMPERIAL	„	50
MUSCAT MOSELLE	„	39
PORT, Choicest Old and Dry	„	36
Ditto in Pints, per 2 dozen case	„	38
SHERRIES	Rs.	24, 28, 32, 40, 50
WHISKY, Finest IRISH or SCOTCH	„	2
COGNAC BRANDY, C. Tovey's § 1	„	32

PINTS of the above Rs. 2 per dozen case extra.

OWEN and OKELL, Fort, Bombay,
TURNER, MORRISON, & Co., Calcutta,
Agents for CHARLES TOVEY and SONS.

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET, the 1st FLOOR of BLOCK No. 2, Elphinstone Circle. For further particulars apply to REMINGTON & Co.

Bombay, 30th June, 1869.

TO BE LET, for Four Months, up to 31st October 1869, The airy and commodious Bungalow, situated on the Bellasis Road, at the east end of the Bridge.

For terms apply at the Byculla Commission Stable.

NOTICES.

MEDICINE CHESTS.—D. S. KEMP & Co.'s Chests are unsurpassed in completeness, compactness, and convenience by those of any other makers or dealers in England or India. References can be given to numerous purchasers, who have expressed their liveliest satisfaction at the excellence of the Medicine Chests sold to them.

They are all made by the best English workmen, and are filled and furnished with the most minute attention by D. S. K. & Co.

There is hardly a station in this presidency where one of these Chests is not to be found, and D. S. K. & Co. would take the liberty of referring to any one whom they have supplied for an opinion as to his purchase.

It need scarcely be stated that a Medicine Chest has now become a necessity to every European in this country; the climate being such that all ought to familiarize themselves with the use of such simple remedies as are required to avoid serious indisposition.

To all large employers of labour a small portable dispensary is essential. D. S. K. & Co. prepare, and furnish such dispensaries, with numerous special remedies such as Fever mixture, Cholera mixture, &c., of the efficacy of which they are well assured; and with books of instruction adapted to them.

For the smaller Chests D. S. Kemp's "Companion" is remarkably useful.

D. S. K. & Co. have twenty regular patterns on their list, descriptions of all of which will be furnished on application. Numerous other Chests are also on hand and will be described if suited to the wants of the enquirer.

Bombay. D. S. KEMP & Co.

KEMP'S LIQUOR CHIRETTINÆ, or SOLUTION of SACCHARO-CHIRETTINE,—Containing in a purified and concentrated form the medicinal principles of the herb Chiretta. A Tonic and Febrifuge of great power, remarkably beneficial in all cases of nascular and nervous debility and of functional derangement, whether arising from long residence in a Tropical climate or from severe illness.

PREPARED ENTIRELY WITHOUT THE USE OF HEAT AND ONLY BY D. S. KEMP & Co., PHARMACEUTICAL CHEMISTS, BOMBAY & POONA.

Rs. 2-8 and Rs. 4 per bottle.

INFALLIBLE REMEDY FOR INDIAN RINGWORM OR DHADUR.

(See "Times of India," 9th September 1868.)

GOA POWDER.

MENTIONED IN THE NEW INDIAN PHARMACOPŒA,

(but with an erroneous reference as to its composition.)

No medicine has done more to assuage suffering in this country; all classes, European and Native, can now testify to its value.

Goa Powder	12 as. per phial.
Solution of Goa Powder (Liquor Acide Sal-crubici)	12 as. „

A liberal discount to the trade and to charitable institutions.

Bombay, 30th January 1869. D. S. KEMP & Co.

NOTICES.

SPECIAL NOTICE.

MONSOON WATERPROOF SUITS.—Messrs. BADHAM & Co. have received a large supply of the best make, consisting of Coats—Leggins—Caps, ventilated.

Messrs. BADHAM and COMPANY, HOSIERS, GLOVERS, and GENERAL WAREHOUSEMEN. Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor-General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

MONSOON SEASON.

MESSRS. BADHAM and COMPANY beg to announce the arrival Overland of special selections in their departments for the above season.

HOSIERY DEPARTMENT.

BADHAM'S	Fine Bro. Cotton Socks, per dozen	Rs.	12 to 21
BADHAM'S	Superfine do. do.	„	18 „ 21
BADHAM'S	Balbriggan embossed Silk		25
BADHAM'S	Fine Striped and Fancy	„	14 „ 20
BADHAM'S	Mixed Silk and Cotton		25
BADHAM'S	Superfine Grey and Mixed Merino	„	13 „ 18½
BADHAM'S	Extra Superfine do. Mixed Striped	„	21 „ 24
BADHAM'S	Lisle Thread ½ Hose		20
BADHAM'S	Do. do. Fancy Striped		23
BADHAM'S	Fancy and Striped Silk Socks		25 „ 45
BADHAM'S	Ribbed Knickerbocker Stockings for Shikaring, &c., per pair	„	3 „ 6
BADHAM'S	Silk and Wool Pants		4½
		„	6 „ 8
BADHAM'S	Bathing Drawers, Plain and Fancy Striped		2½

SHIRT DEPARTMENT.

BADHAM'S	Wove Flax or Prince of Wales' Shirting, a new material, washing and comfortable for the Rains	8½
BADHAM'S	Spun Silk, all colours and new patterns	12½
BADHAM'S	Wove Flannel and Printed Shirts	10
BADHAM'S	Silk and Wool Indispensible	20½
BADHAM'S	French Printed Shirts	60 to 70
BADHAM'S	Long Cloth Shirts	45
BADHAM'S	Cambric Linen Fronts and Cuffs	55 „ 65
BADHAM'S	Dress Shirts, Plaited and Embroidered Fronts ..... each	7 „ 30

SCARF AND TIE DEPARTMENT.

BADHAM'S SCARFS and TIES.	The Zoo	3 0
	The Rotton Row	3 0
	The Bond Street	3 0
	The Latest Novelty	3 0
	The O. K. Thing	3 0
	The Baden Baden	3 0
	The Harrogate	3 0

TRAVELLING DEPARTMENT.

BADHAM'S	Overland Trunks, Patent Sock Steel, Protected Ribs, with Brass Screws—highly recommended	Rs.	20 to 32
BADHAM'S	Solid leather Portmanteaus		50 to 70
BADHAM'S	Railway do.		16 „ 30
BADHAM'S	Courier Bags		5 „ 12½
BADHAM'S	Real Morocco Courier Bags		10 „ 16
BADHAM'S	Clothes Bags		5 „ 6½
BADHAM'S	Whitney Rugs		12 „ 30
BADHAM'S	Scotch Mauds		12 „ 34
BADHAM'S	Red Blankets ..... per pair		25

Overland Chairs, Rug Straps, Cholera Belts.

HAT DEPARTMENT.

BADHAM'S NAPLES FELTS.	Falkland, Drab latest shape	Rs.	19 0
	Eglington, Tall		
	Jerome		7 8
	Cantab		
	Isis, Drab		
	Derby and		
	Worthing, Black		
	Brighton		
BADHAM'S DRESS HATS.	Falkland, The new shape		14 0
	Eglington, Extra quality		
	Lincoln and Bennetts		16 0

COLLAR DEPARTMENT.

BADHAM'S	Pall Mall ..... per doz.	Rs.	7 0
BADHAM'S	„ „ with Tie		7 0
BADHAM'S	Belgium		7 8
BADHAM'S	„ with Tie		7 8
BADHAM'S	Shakspeare		7 0
BADHAM'S	„ with Tie		7 8
BADHAM'S	Regent		7 0
BADHAM'S	Indian		7 0
BADHAM'S	West End improved		7 0
BADHAM'S BRACES AND BELTS.	Guyot's French Brace		2 8
	Ex Long India Rubber		3 0
	United Service		3 0
	Briddle Leather Belts		3 0
	Patent do. do.		3 0
BADHAM'S ANGOLAS, RIDING CORDS, VESTINGS AND COATINGS.	Consists of a large assortment of the latest productions, all well shrunk, for Dress, Riding, Shooting and Hunting Suits. Special white Serges for Cricket and Boating. The Goods are obtained from the best manufactures, and are specially selected for India.		
BADHAM'S OVERLAND KIT.	The attention of Travellers is directed to this important Department. Those passing through Bombay with little time to spare will find every requisite for a sea or land journey ready for use.		
ELLWOOD HELMETS.	Hunting, Shooting, Riding, Walking } With patent "inner-band, fits any shaped Head. A splendid protection.		
HAWKES' HELMETS.	The new Regulation Helmet bearing the name of Hawkes, patentee, inside.		
BADHAM'S JEWELLERY.	Gold Solitaires, plain		15 to 30
	do. do. chased		15 „ 30
	do. do. enamelled		16 „ 30
	Gold Sleeve Links		18 „ 30
	do. Shirt Studs		14 „ 30
	do. Collar Studs		8 „ 10
	do. Scarf Ring		10 „ 15
	do. Scarf Pins, latest novelties		10 „ 30

A large assortment of Lund's patent Solitaires and Studs, looks equal to solid Gold at half the price.

BADHAM'S LINENS.	Damask Napkins of all sizes		
	Damask Table Cloths to dine four to twenty		
	Gent's Cambric Handkerchiefs	Rs.	12½ to 25
	Gent's Cambric Handkerchiefs, Gold Border		6½ „ 16½
	Gent's French Cambric Photos, a novelty		30

BADHAM and Company, Indian Hosiers. Apollo House. Bombay.

P. GRANT and SON, SADDLERS and HARNESS MAKERS. No. 9

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

THERE was a meeting of the shareholders of the Colaba Company, at which a dividend of Rs. 65 per share was declared, after which those shares went down from Rs. 1,755 to Rs. 1,725, for time. Market closed drooping.

BOMBAY BILL AND STOCK LIST.

BANKS.

Value of Shares	Nomi. No. of sh.	Paid up.	Last dividend.	Names.	Rate per Share.
Rs.		Rs.	p. a.		
250,000	100	all	5 p.ct.	Agra Bank	126
100,000	1,000	all	8 p.ct.	Bank of Bengal	1675
1,000,000	500	all	5 p.ct.	Ditto of Bombay New	615
2,750,000	1,000	all	7½ p.ct.	Ditto of Madras	1,600 nl.
750,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L.& China	337½
700,000	200	all	6 do.	Chartered Bk. of I. & C.	200
1,000,000	500	250	8 do.	Delhi and London	200
1,000,000	250	125	8 do.	National Bank of India	142—43
500,000	250	all	12 do.	Oriental Bank	412½

PRESS COMPANIES.

40,000	2,000	1,100	200p	Albert Co. Kurrachee	900
75,000	3,000	850	300o.	Alexandra Press Co.	625
187,500	12,000	11,000	1750p.	Apollo Press Co.	10,600
80,000	2,000	2,000	400o.	Bombay Press Co.	2,400
...	500	500	100o.	Do. New	600
...	1,889	1,889	1004o.	Colaba Press Co	11,700
70,000	2,000	2,000	...	East India Press Co	1,100
237,500	8,500	8,500	1000p.	Fort Press Co.	10,500
60,000	2,000	1,800	100p.	Franji Cowasji Press	1,300
100,000	6,000	4,000	425 pa.	Hydraulic Press Co.	3,600
30,000	5,000	2,000	...	Kurrachee Press Co.	1,000
300,000	1,000	500	...	Mofus. Press & G. Co.	350
30,000	2,500	2,500	490 ps	Prince of Wales Press	2,200
45,000	2,000	750	...	Victoria Press, Madras	950

LAND COMPANIES.

1,120,000	3,000	all	Rs. 80	Colaba Land Co.	1,675
1,680,000	1,000	all	Rs. 30	Elph'st'ne Land	1010—15
2,080,000	1,000	650	11-14	Do. New	600
2,000,000	1,000	1,000	Nil	Prare Land	95
100,000	5,000	4,100	Nil	Mazagon Land	1,230
...	2,000	1,300	Nil	Port Canning	305—10

SHIPPING COMPANY.

6,000 | 5,000 | 3,500 | 1,300 | Bombay Ship Co. ..... | 1,290

SPINNING AND WEAVING COMPANIES.

...	2,000	1,700	50	Albert Mills Co.	875
125,000	2,500	all	80	Alliance Spinning	1,700
20,000	2,000	all	...	Ark wright	450
350,000	5,500	all	...	Bombay	2,900
100,000	1,000	1,000	10 p.c.	Bombay United	780
...	500	500	12 p.c.	Bronch Mills	265
150,000	3,000	all	...	Coorla Spinning	1,925
150,000	2,000	2,000	200	Great Eastern	1,510
250,000	1,000	all	50	Manockji Petit's	680
1,200,000	2,500	all	...	Oriental	1,220
50,000	2,500	2,300	...	Royal	1,375

RAILWAY COMPANIES.

...	£20	218.3.0	5 p.c.	G. I. P. Railway Consolidated Stock	227
...	£20	196.8.8	do.	Do. New £20 shares	196
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1120
...	£18	196.5.1	do.	Do. New Shares	Par.

MISCELLANEOUS.

...	50	50	5	Mechanics' B'ld'g Co.	33—35
...	2,000	300	9	Kurrachee Landing and Shipping Company	190
100,	500	all	Nil	Treseher & Co.	240—259

BANKS IN LIQUIDATION.

		Date of 1/4dation.			
1,045,000	500	50	Jan. '66	Bank of Bombay	3—3½
800,000	25	13½		Do. China	5½
1,000,000	150	75	Aug. '67	B'bay Pr'dency B'k	6
2,000,000	200	35	Sept. '67	Tidg & B'nkg	15
2,000,000	200	40	Sept. '67	Brokers' Bank	6
1,000,000	250	...	Mar. '66	Central Bank	15—16
...	...	...	...	East India Bank's	6
500,000	200	40	Feb. '67	Indian Peninsula	12
...	200	65	May '67	Royal Bank	7
200,000	130	66	Apr. '67	Old Financial	

COMPANIES IN LIQUIDATION.

1,000,000	5,200	1,750	Nov. '66	Back Bay Co.	545
800,000	3,500	2,400	...	B'bay & Bengal S. S.	125
200,000	all	350	300	Bombay Coast.... ..	5

GOVERNMENT SECURITIES.

Five-and-a-half per cent	114
Five per cent.	110
Four per cent.	95
Five per cent. (Public Works Loan)	106
Five per cent. Debenture Loan 1869-67	105
15 years' Debenture Loans	109 nl.
10 years' do. do	107½
5 years' do. do.	105
Six per cent. Municipal Loan	102½ to ¾

CHINA.

HONGKONG, 23rd June.

OPIUM.—Patna, New,	... ...	$595
Old,	... ...	590
Benares, New,	... ...	557½
Old,	... ...	547½ nom.
Malwa,	... ...	630 a 635
Persian	... ...	565 nom.
COTTON.—Bombay,	... ...	16 a 22
Calcutta,	... ...	15 a 20
EXCHANGE.		
Bank, 6 months' sight,	...	4/6½
Credits, 6 ,,	...	4/7
On Calcutta, 3 days' sight	... Rs.	221
On Bombay, 3 days' sight	... Rs.	231
On Shanghaie, 3 days' sight, Bank, Tls.	...	725

EXCHANGE & BULLION.
(*Bank Rates.*)

On London, 6 months' sight Bank Bills, 4/7.
,, Private Bills, 4/7½.
,, with Documents, 4/7½.
On Bombay, 3 days' sight, Rs. 231.
On Calcutta, 3 days' sight, Rs. 234½.
Sycee, of 100 touch, 3 per cent. prem.
Gold Leaf, 100 touch, $ 23.05 per tael.
Bar Silver, 5 per cent., prem.

CANTONS.

Memo. of Cargo per Mail steamer Columbian :—

	Silk.	Cocoons.
For Southampton	1,100 bales.	26 bales.
For Marseilles	,,	...
For Bombay	500 chests	...

And Specie value about a lakh.

MILITARY.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 20th July, 1869.

The Officer commanding C. Battery 18th Brigade Royal Artillery, has permission to issue an extra 5 lbs. of hay daily to each horse in the Battery from the 15th July to the 13th September 1869.

The undermentioned officers are reported to have passed the required examination in Hindustanee according to the Lower Standard :—

1st Battalion 21st Foot.
Lieutenant T. O. Wingate.
Lieutenant J. M. Gordon.
Lieutenant W. N. Carey.
British Medical Service.
Staff Assistant Surgeon W. T. Martin, M. D.

The undermentioned officer returned to duty, by permission of the Secretary of State for India, on the 16th July 1869 :—
Major John Gordon, Staff Corps, (Brigade Major Sind Frontier Field Force.)

SHIPPING.

DAILY FREIGHT REPORT—21ST JULY.

London ..	Cotton	£1 10s. 0d. Nominal per ton
	Canes	£1 7s. 6d. to £1 10s. 0d. ,,
	Seeds	£1 0s. 0d. to £1 5s. 0d. ,,
Liverpool	Iron Ships Cotton	£1 7s. 6d. to £1 12s. 6d. ,,
	Wooden Ships ,,	£1 5s. 0d. to £1 10s. 0d. ,,
	Myrabolms & Cor bdls	£0 10s. 0d. to £0 12s. 6d. ,,
	Seeds	£0 17s. 6d. to £1 0s. 0d. ,,
Havre ...	Cotton	£2 0s. 0d. Nominal. ,,
	Coffee	Nominal
Overland	Steamers	£3 15s. 0d. to £4 0s. 0d
China ...	Steamer Cotton	Rs. 10 per bale.
	,, Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Nominal
Calcutta ...	Salt	Rs. 2 8 0 to 2 12 0 per ton.
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges
Mauritius		8 annas per bag nominal.

ARRIVALS.

July	Vessel.	Commander.	From.
21	Soolee	Ellom	London, March 31.
	Mahratta (s)	Scott	Bussorah, July 1.
	Zuleika	Stephens	Liverpool, April 19.

DEPARTURES.

July	Vessel.	Commander.	Destination.
21	City of Shanghai	Crockett	Amsterdam.
	Dunclin	Denton	Bangkok.

The steamer Magdala, Thomson, to Aden and Suez, obtained her port clearance yesterday.

MADRAS.

DEPARTURE.

July 15 Matilda Atheling..... ——— .....Coconada.

THE INDIAN TRAVELLERS' GUIDE FOR JULY.

PRICE—EIGHT ANNAS.

CONTAINING the latest alterations in the time of running of the Trains on the various Lines of Railway, including the Local Trains between Bombay and Bandora, on the B. B. and C. I. and G. I. P. Lines, in addition to a large amount of interesting and useful information.

CONTENTS.

New Map of India.
Index to Railway Stations.
Index to Places by Steamer and Dak
Introduction.
Railway Time Tables :—
Great Indian Peninsula Railway.
Bombay, Baroda, and Central India Railwa
Jubbulpore Extension Railway.
Scinde Railway.
Punjaub Railway.
East Indian Railway.
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway.
Indian Branch Railway
Delhi Railway.
Umballa Section of ditto.
Madras Railway.
Navigation Companies :—
P. & O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales.
Austrian Lloyds.
Euphrates and Tigris Steam Navigation Company
British India Steam Navigation Company.
Bombay Coast and River Steam Navigation Company.
Clit s Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company
ak Companies :—
Agra and Nasick Mail Carts.
Bombay and Central India Transit Agency
North Western Dak Company.
Inland Transit Company.
Purneah and Darjeeling Transit Company
David's Horse Carriage Dak.
Delhi and Umballar Dak
Punjaub and North Western Company.
Commercial Transport Association Company.
Authorized rates of Carriage in the Punjaub.
Victoria Horse Dak.
Oudh Horse Dak Company.
Routes by Steamers
Routes in the Bombay Presidency, &c.
Routes in the Central Provinces.
List of Travellers' Bungalows along the Trunk Roads of Western India.

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mail, per P. and O. Co.'s steam packet, will be closed on TUESDAY, the 27th July, at 2 P.M.; the after-packet at 3 P.M. After-packet letters will not be forwarded unless an 8-anna Stamp is affixed to the letter in addition to the postage. Registered letters will be received until 1 P.M. The latest hour for posting at the several Branch Post Offices is 1 P.M.

The dates of departure of the Overland Mails from Bombay during 1869 are fixed as follows :—

Tuesday	July 27	Tuesday	Aug. 31
	Aug. 3		Sept. 7
	,, 10	,,	,, 14
	,, 17	Saturday	,, 25
	,, 24		Oct. 2
		,,	,, 9

AUSTRALIAN MAILS.

The Post Office Packet for Australia, per P. & O. steamers will be closed at 9 A.M. on the following dates; the regulations regarding late and registered letters being the same as those for the China Mail'

Friday	Aug. 6	Friday	Oct. 29
	Sept. 3		Nov. 26
	Oct. 1		

MAIL BETWEEN CALCUTTA, THE STRAITS, AND HONGKONG.

Under arrangements made with the owners of the Opium Steamers, which will ply monthly between Calcutta, the Straits, and Hongkong, these Steamers will in future be closed as Indian Mail Packet, and that Letters, Newspapers, and Packets of Newspapers, Books, or Patterns will be forwarded by them from Calcutta for the Straits and Hongkong under the same conditions, and at the same rates, as similar articles forwarded by British Mail Packets [Peninsular and Oriental Company]. This arrangement will commence with the first Opium Steamer which leaves Calcutta in April.

These Steamers leave Calcutta about 12 days more or less after each Government Opium Sale; the advertised dates of the Opium Sales for the current year (1869) being as follows :—

August 9th.	November 8th.
September 9th.	December 6th.
October 4th.	

Mails for the United States of America, via Hongkong, can be forwarded by these Steamers at the same rates and under the same conditions as by British Packets.

The Opium Steamers proceed from Calcutta direct to the Straits and thence to Hongkong, and the time of transit from Calcutta to Hongkong is only about 15 days, that is about 7 days less than the time taken by the British Packets [Peninsular and Oriental Company], which proceed by the more circuitous route of Madras and Galle.

MAILS FOR MAURITIUS, THE CAPE, &c.

The Government of Mauritius having terminated their Contract with the Union Steam Ship Company for the conveyance of Mails between Ceylon and Mauritius, and between Mauritius and Natal, letters, &c., for Mauritius will, in future, be forwarded *via* Aden, to be thence conveyed by the French Mail Packets.

As the communication with the Cape of Good Hope and Natal is also thus cut off, all correspondence, addressed to those Colonies, will under instructions be sent in the Mail for London.

In consequence of the alteration of the dates of departure of the French Mail Packets from Aden to Mauritius, the Mails for Mauritius, Reunion, &c., will be forwarded on the following dates from Bombay to Aden, to be thence conveyed by the above-named Packets to destination:—

1th August.	6th November.
7th September.	4th December.
9th October.	

DESPATCH OF MAILS FROM BOMBAY.

MAILS.	Date of Departure.	Mail closes.	After packet.
OVERLAND MAIL	July 27th.	2 P.M.	3 P.M.
China Mail	July 23rd.	9 A.M.	10 A.M.
Ceylon	,,	,,	,,
Penang	,,	,,	,,
Singapore	,,	,,	,,
Hongkong	,,	,,	,,
AUSTRALIAN COLONIES	Aug. 6th.	,,	,,
Muscat	6th and 20th	Noon.	Noon.
Persian Gulf	,,	,,	,,
Bussorah	,,	,,	,,
Bagdad	,,	,,	,,
Malabar Coast and Calcutta	5th and 19th	...	...
Kurrachee	Every Mon.	...	...

DESPATCH OF INLAND MAILS FROM BOMBAY.

The following Revised Table of the hours for closing the Inland Mails came into operation from the 10th June 1869, and will continue in force till further notice :—

MAILS.	General Office.	Branch Offices.
For Post Towns on the N. E. Line of the G. I. P. Railway, for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal	11 A.M.	10 A.M.
Do. on the S. E. Line of the G. I. P. Railway, for Poona, the Deccan, S. M. Country, and Madras Presidency, also for Ahmednugur and Scroor	12 NOON.	11 A.M.
Do. on the S. E. Line of the G. I. P. Railway, as far as Poona	8 A.M.	5 P.M. previous day.
Do. on the B. B. and C. I. Railway, for Guzerat, Kurrachee, Sind, Kattiawar, and Cutch	3 A.M.	5 P.M previous day.
Do. in Southern Concan, *i. e.*, for Penn, Nagotna, Mhar, Khed, Dapoolee, and Ruttnagherry	6 A.M.	

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 7 to 8 A.M., and from 12 noon to 5 P.M.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

COLLINS—July 14th, at Colaba, Mrs. Ellen Collins, leaving two sons and a number of friend's to bemoan her loss.

NORTH-WEST PROVINCES, &c.

BIRTH.

KELLY—July 17th, at Allahabad, the wife of Captain R. Kelly of a daughter.

Now Ready,

REPORT OF THE BOMBAY BANK COMMISSION.

JUST PUBLISHED, at the "Bombay Gazette" Press, a reprint of the REPORT of the BOMBAY BANK COMMISSION. Price Re. 1.

"Bombay Gazette" Office, July 15th, 1869.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

THURSDAY, JULY 22, 1869.

THE position, or, as Mr. Mill puts it, the "subjection," of Women is a great theme, and one almost peculiar to our modern era of active thought and universal inquiry. That it will continue to attract increasing attention, none can doubt, any more than that the solution of the thorny problems involved in the subject will be different from what the champion of women's rights seem to expect. In Mr. Mill, however, the ladies have an advocate at once dignified and able; but, powerful as he is, no striking change will probably be made in the legal and social position of women until they can produce for themselves, and from among themselves, advocates and expounders of what they desire, whose ability is little inferior to that of the best men. At present, and with some *practical* exceptions, the women who are eager for greater freedom depend almost entirely for efficient helpers on the masculine sex. Mr. Mill's Essay will be heartily welcomed and eagerly read; but what society wishes to see is a woman who could write as clearly, strongly, and cogently.

The question is one of great difficulty. The motives of those who criticise the pleadings on behalf of the so-called women's rights are certain to be impugned. The very tone of the criticism, often fair enough, is frequently held to indicate a sense of undue superiority on the part of the critic. The men who are hostile to the said rights, although as anxious for the welfare of women as the leaders of the sex themselves can be, are supposed to be actuated by motives of jealousy, and an unworthy desire to perpetuate what is called "slavery." In ninety-nine cases out of a hundred the imputation is utterly groundless; the rude males being moved only by the most equitable feelings, and being as solicitous to remove all existing causes of discord as Mr. Mill himself. What they dread is the introduction of evils more serious in the place of those which may be eradicated. For instance, the demand for complete equality before the law is in itself a reasonable demand; but if granted to-morrow, who can foresee what its effects on society and the future of offspring would be? If a wife were put in a position to hold property in her own right, as she does practically where there are settlements, ought not a husband to be relieved from some share of the liability for the payment of all debts incurred by the partnership of husband and wife? If it were enacted that wives should of right possess and acquire property, what law could possibly regulate the joint liability for debts, or the proportions in which each should pay into the common fund for the maintenance of the household? Would it not follow from the establishment of equality in all respects that marriage must cease to be perpetually binding, and must become a mutual partnership, dissolvable at pleasure, without the intervention of courts? If the principle of equality were conceded, the law of bigamy would become an absurdity, because it would imply an infraction of the rights of each sex to enter into what relations it pleased. The present position of many women is not at all admirable, but the remedy which would effect a sweeping alteration is at least of doubtful propriety. Indeed, any change which does not give full weight to difference of sex, which, except in savage life, so materially limits the physical and mental activities of women, we may boldly say must be wrong. The concession of "women's rights" would be the application of free trade to the relations between the sexes, and of course the abolition of the restrictive laws prevailing in all monogamous nations.

The civilized world is not yet quite prepared for that extremity. With due teaching, backed by philosophical ardour and earnestness, we may arrive there; but at present society, if only from the influence of habit and tradition, not to mention more powerful agencies, will shrink from the inevitable consequences when they are broadly stated. At the same time there are many reasons why the condition of women should be improved. Not only ought they to receive a better education, not only should their intellects be expanded and cultivated, but large beneficial changes may take place in their legal status. The law should protect them from the brutalities, the vices, and the cupidity of men far less inefficaciously than it does. A wife, wedded to a drunken husband, should be able to acquire and hold property, to earn and to keep money, and in the exercise of these rights should be rigorously protected by the law. At present, unless a husband runs away—the greatest blessing perhaps left him to bestow—an industrious, frugal wife, and the fruits of her industry and frugality, remain at the mercy of a dissolute scoundrel whose sole thought is the gratification of his sensual appetites. That is clearly an injustice. But in these cases there is separation of living, and the difficult question is how to secure women's rights who neither live, nor desire to live, separately from their husbands. Whether women should become doctors, lawyers, surveyors, engineers, mechanics, sailors, soldiers, politicians, parsons, must really depend on the *taste* of the age. Nature manifestly intended women to be mothers if not wives, and if they, or any large proportion, cease to fulfil that function, one would say that the time must be diseased and out of joint. But it is difficult to see how women can perform the domestic duties and at the same time figure in the arena hitherto mainly occupied by the male sex, not from preference so much as from constitution. We cannot see how the reformers can evade the greatest fact in the whole controversy—the difference between the sexes. The whole question turns upon that, and any scheme leaving it out of the account must end in confusion. We have often been astonished that the advocates of women's rights have not proposed to abolish, so far as law can effect it, the slur of illegitimacy. It is frequently a great injury to women; it is always a most flagrant injustice to the children. Perhaps that is a step which has too practical a bearing for those who advocate sweeping changes.

Whether men are superior to women in intellect is not a point to be argued—facts have decided it. Whether women can or will be superior or equal is a question which may be left to receive a similar demonstration. Many women are superior to most men; but so far in the world's history, no women have equalled men in any branch of science, literature, or arts. The reason for this, we know, is said to be that women have not had the advantage of manly training; but surely the reason is that the women have had to perform womanly duties. In politics and government women surely might be content with the large share of power which falls to them. There are many instances of women-governors; but when Mr. Mill mentioned Elizabeth as an example, he might have added, unless his modesty prevented him, the name of Catherine of Russia. After all, one great cause of the present movement, except where it springs from the operation of imperfect laws and imperfect natures, is the lamentable excess of unmarried women—a far greater evil than the fact that Mrs. A. or Miss B. cannot vote for members of Parliament, sit in either House, act as Coroner or Lord Mayor, or hold, of absolute right, property acquired during married life.

A WELL-INFORMED correspondent, who is likely to know what passes in the highest military circles in India, tells us confidently that either Sir Augustus Spencer or Sir Henry Storks will be Sir William Mansfield's successor.

WE notice the following advertisement in "The Times" of the 24th June :—

"BANK OF BOMBAY.—United action on the part of all persons interested herein being absolutely necessary to the success of the case, SHAREHOLDERS and their friends are particularly requested to COMMUNICATE with the Committee of English Shareholders, at No. 55 Parliament Street, S. W., before taking any steps to advocate in any way the claims of shareholders to compensation."

It has been suggested to us that the object of this advertisement probably is to prevent the case of the shareholders being weakened by kind but injudicious friends in Parliament, who by putting questions independently may annoy the Duke of Argyll and make him give a hasty answer which it would be difficult for him to recall.

IT will be seen from a short article we quote from the "Indian Examiner," that the report, that two Bengalee ladies had applied to be admitted to the matriculation examination of the Calcutta University, is confirmed. The native press, generally, ridiculed the statement when it was first made.

WE see it stated that Mr. Alison, Her Majesty's Minister at Teheran, has proceeded to England on six months' leave. He is travelling by way of the Caspian Sea and St. Petersburg. Mr. Ronald Thompson, Secretary of Legation, will discharge the duties of the mission during his chief's absence.

HER MAJESTY'S Government is stated to have decided that the furlough rules of 1868 can only be made applicable to officers of Her Majesty's forces in the sense in which the rules of 1854 were made applicable, *viz.*, as regulating the amount of absentee allowance to be granted to such officers while holding staff appointments.

LETTERS from England (we quote the "Pioneer") state that it has been positively ruled at the India Office that the salary of Civil Servants on furlough shall in no case exceed £1,000 per annum. The motive for this limitation is said to be that it would be anomalous to give Civilians higher furlough pay than Judges of the High Court. The anomaly might, however, be removed in another and juster way—by increasing the furlough allowances of the Judges of the High Court.

THE "Mofussilite" newspaper will in future be published at Umballa, whither the press has been removed from Delhi.

THE mail bags for Gwalior, Morar, &c., which were plundered by dacoits on the banks of the Chumbul on the 10th instant, have, says the "Pioneer," been recovered.

THE directors of the Bank of Upper India, Limited, in their report for the half-year ending 30th June, recommend that a dividend, at the rate of 12 per cent per annum, should be declared.

LIEUTENANT M. H. COURT, General List, Bengal Cavalry, and Officiating District Superintendent of Police at Moradabad, has been appointed to act as Assistant to the Agent of the Governor-General in Rajpootana, in the room of Captain C. A. Bayley, who has been ordered to officiate as Political Superintendent of Serohi.

A SOLDIER of the 79th Highlanders, stationed at Delhi, threw himself over the balcony of the double-storied barracks in the fort a few nights since, and was buried the next evening. It is not known whether the man—who was a steady, good soldier, only 30 years of age—intentionally committed suicide, or whether he threw himself over the railings while walking in his sleep.—*Pioneer.*

A RETURN, called for by the House of Commons, is under preparation, showing the rank and name of each officer who has applied for bonus compensation under Lord Cranborne's despatch; the date of his first commission; amount claimed; amount granted; his remonstrance, if any; final sum granted; ground for reducing the claim; and ground for rejecting the claim.

THE oldest member of the Tonk family is reported to have died a few days ago. This was Nawab Mahomed Abdool Kureem Khan, the second son of Nawab Mahomed Ameer Khan, who founded the Tonk State. Deceased was the brother of the Nawab Mahomed Wuzeer Khan, and therefore uncle to the ex-Nawab Mahomed Ali Khan, now a State prisoner in Benares. He was banished from Tonk in 1836 at the request of his late brother, and continued to live at Ajmere, where he received an allowance of Rs. 2,000 per mensem from the revenues of the Tonk State. The present Nawab, Mahomed Ibraheem Khan, with the consent of the Governor-General's Agent, invited the old man back to Tonk, but he died of cholera soon after his return.

DISTRICT LIFE.

BY OUR OWN PROSER.

VII.—SMALL GAME SHOOTING.

"It's too late in the season for snipe shooting," said Barre to me, soon after our pig-hunting day; "we may chance to get a few quail, but it is rather advanced for that."

We went out early one morning with about six beaters, and a couple of patawallahs to carry powder-flasks, &c. "Unless," said my friend, "your beaters have often been out before, it is better not to let them carry your ammunition, as they are apt to run away to pick up game when you are most in need of them. The patawallahs carry your game better, too. I have often seen the beaters hitting the bushes with the 'shikar-stick,' banging your birds about, when it should be carried quietly and carefully. Of course, breech-loaders are the best, though there are a few still who have prejudices against them. I prefer a 'pin gun.' The mechanism is simpler. I saw a pair of beauties the other day by E. M. Reilly. The whole breach made of metal, lock-case and all. The weight is not a bit increased by this arrangement, and it is neat and strong. A 'pin' gun has less mechanism about it. There is no extractor and no extra springs to get out of order. If anything goes wrong, a regimental armourer can easily repair it, while the central-fire is almost useless, and has to be sent to a gun-maker's. However, here we are."

Barre arranged the beaters in a line at one end of a cotton field, and each of us, taking a position, beating on either side, we moved down the whole breadth of cotton-bushes. One quail rose soon after we started, then two more. My friend knocked over the first, and, missing one of the other two, dropped the second. After a few hours' shooting we arrived at a large tree, under which we found our eatables and potables. We had worked round gradually to this rendezvous according to a plan decided on in the morning. Our bag was small, as we had expected—only 20 brace of quail and two hares—the latter shot by my friend.

After tiffin we went off to a tank near, on the speculation of procuring a few snipe. The season was so far advanced that there was not much water in the tank, and the vegetation round it was rather scanty.

However, we each took a side of the tank, and managed to put up three couple between us, two of which fell to my friend and one to me. "Quite as much as I expected," said Barre. We then turned towards home, shooting a couple of hares *en route*.

"The only difficulty to a beginner is to distinguish between the true and the 'button' quail," said my friend. "The latter are small and red-looking. They don't take long flights, but drop soon, and fly less like partridges. A short experience will soon show you the difference." The next day we went out to try for "kullam." I don't know if that be the way to spell, though it is to pronounce the word. It is a large grey bird, something like a sarus in appearance, but with a peculiar knob on the beak where it joins the head. This fowl is delicious eating, and it is larger than a goose on the table. We found a flock of them close to the sea shore, among the fields, and brought down a couple.

"One of the best birds to eat is the bastard florican," said Barre, "but you don't get him just now; he doesn't appear till the hot weather, when you find him in the dry grass. They run very fast along the ground, keeping close to it, so that they are rather difficult to put up. Never eat them in the rains, as they feed on the Spanish fly, and often give stricture. During the rains the 'rain-quail' come in, and are very nice eating. In the month of October, too, in some places you can get a good many green pigeon. They are delicious, after a day's keeping. In fact, some think them the best bird in India."

We spent the rest of the cold season in much the same way as I have tried to depict in the preceding papers.

As "district life" is thoroughly enjoyable only in the cold season, and we have watched the season to its end, I shall now take leave of my fellow-griffins. These papers have been written only for the instruction, or rather guidance, of griffins, whether they have only just arrived in the country or have lived always in Bombay. The remarks in the introduction are meant entirely in good part, and not as reproaches for what cannot be helped. There are many who live years in Bombay, and go home under the impression that they are qualified to give an opinion on India. If these few sketches should succeed in showing such persons that there is more to see, if it be only in field sports, than is to be seen in Bombay, I shall be very glad. They, too, will perhaps thank me for suggesting a new pleasure, by showing them that it is not so difficult of attainment as they may imagine. The habits of life and the character of the people are totally dissimilar in town and country. May I see Bombay men less nervous than some I have heard of, who stopped at a two-foot hedge to look over before hopping over it. There is as much pluck in Bombay as anywhere else: witness the wrecks last year. The exhibitions many men of that city make, however, in the field are not, strictly speaking, fine specimens of valour.

INJUSTICE TO THE NATIVE REGIMENTS ENGAGED IN ABYSSINIA.

A CORRESPONDENT writes to the *Pioneer*:—"Sir—Allow me to expose, through your columns, an injustice which has been committed towards the native regiments lately employed in the Abyssinian campaign. Her Majesty's Government *months ago* issued an order permitting the 3rd (Prince of Wales's) Dragoon Guards, the 4th (King's Own), the 26th (Cameronians), the 33rd (Duke of Wellington's), and the 45th (Sherwood Foresters) Regiments of the line to emblazon the word 'Abyssinia' on their regimental colours, and the said name is duly recorded in Hart's Army List amongst the battles of those regiments. Why, and wherefore, then, has the same course not been pursued towards the native regiments? The latter added just as much to the success of the campaign as the British regiments, and went through the same toil and labour. I cannot believe that the omission has been intentional on the part of Government. Still there it exists, and the sooner it is remedied the better, otherwise there will be just cause for heart-burnings and discontent. The 10th Bengal Lancers, the 12th Bengal Cavalry, the 23rd Native Infantry (Pioneers), the 3rd Bombay Light Cavalry, the Scinde Horse, the 10th Bombay Native Infantry, the Beloochees, &c., are all entitled to the honour. It is, indeed, sad that the authorities should, by their dilatoriness, or whatever cause it may be, give cause for apprehension to the native regiments that their claims to 'honorary distinctions' should be overlooked, whilst those of the British regiments are at once recognised."

THE SPECIAL TRAIN FOR THE OVERLAND MAILS.

(*The Pioneer.*)

THE fact of the whole English mail, destined for Upper India (including Bengal, the North-Western Provinces, the Central Provinces, and the Punjab), having on a late occasion been detained motionless at Bombay for nearly twenty-four hours, is not a creditable one. The mail steamer was signalled at 1-20 P.M. on the 1st July, they were landed at 2-30 P.M., and by 3 P.M. they were ready for despatch; yet they had to be detained till 1. P.M. on the following day (2nd July) when they were despatched by ordinary train. The reason of this, as stated in a telegram from the Postmaster of Bombay, which has appeared in the Calcutta papers, is that, under the orders of Government, the railway company refused to run a special train, because it could not safely traverse the Thull Ghaut after nightfall. The ordinary train, which leaves Bombay a 1 P.M., only just gets over the Thull Ghaut before dark; so that this decision of the Bombay Government puts a practical end to the use of special trains for the overland mails. A special train is of no use unless it can catch up the ordinary train at or before Nagpore, for the interval elapsing between the arrival of the ordinary train at Nagpore (4 P.M.) and the departure of the East Indian Railway train from Jubbulpore (3 P.M. of next day) is only twenty-three hours, or, allowing for the difference between Bombay and Jubbulpore time, only twenty-two hours and thirty-two minutes; and during the monsoon season, when there are two unbridged rivers to be crossed, and when the road, constructed as it is upon a soft black soil, becomes very heavy, it is impossible to convey the mails between these two places in less time. It follows from the above that, if a special train has to wait at the foot of the Thull Ghaut till the morning of next day, it will be of no real use, for the mails might just as well be kept (as they were kept on the occasion referred to) for the ordinary train of next day. It is to be hoped that the decision of the Bombay Government may be found on fuller consideration to be capable of modification, for otherwise, as shown above, it must have a most serious effect in delaying the transmission of overland mails to Upper India.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

DISCOVERY OF A CARLOS CONSPIRACY IN MADRID.

LONDON, 19TH JULY.

The latest telegrams received from Spain, state that the Cortes have been prorogued.

A Carlos conspiracy has been discovered in Madrid. Don Carlos has entered Navarra, and has been pursued by the French police to the Spanish frontiers.

AGRARIAN OUTRAGE IN IRELAND.

LONDON, 20TH JULY.

The Queen has intimated her intention to visit Ireland next year.

Mr. Warburton, High Sheriff of Queen's county, has been shot dangerously in an agrarian outrage in Ireland.

The Mouth (sic) with the Gibraltar and Malta telegraph has started to complete the sub-marine system with India.

FORMATION OF A NEW FRENCH MINISTRY.

PARIS, 18TH JULY.

The new French Ministry has been constituted as follows :—

Minister for Foreign Affairs—Latour Daubergie (? Prince de la Tour d'Auvergne).
Minister of the Interior—M. de Forgade la Roquette.
Minister of War—Marshal Niel.
Minister of Marine—Admiral Rigault de Genouilly.
Minister of Justice—M. Duvergier.
Minister of Instruction—M. Barbeau.
Minister of Commerce—M. Alfred Le Roux.
Minister of Public Works—M. Gressier.
Minister of the Household and the Fine Arts—Count Vaillant.
President of the Council of State—M. Chasseloup Laubot.

The office of Minister of State has been suppressed, and M. Rouher, who has hitherto held it, has been appointed Permanent President of the Senate, and M. Tittle Chancellor.

The Corps Legislatiff has been further prorogued until November.

LATEST FROM AUSTRALIA.

[THROUGH MR. REUTER'S AGENT.]

MELBOURNE, 20TH JU

THE RAILWAY ACCIDENT AT ETOLA.

FOURTH DAY, MONDAY.

THE enquiry was resumed this morning at ten o'clock in the Magistrate's bungalow at Surat.

Mr. John M. Sleater, resident engineer of the B. B. & C. I. Railway between Broach and Sunjan, was first examined. He had been in the service for eleven years, and at different times had been in charge of the several districts between Bombay and Broach; and he spoke to the efforts that he had made every year to sow and replant a natural fence, and to the want of success owing to fires from the burning grass on the outside and the breaking down of the fence by the people. Mr. Havelock took steps to enforce the law as to fencing in the Tanna districts in January 1867, and he at that time repaired the fences with the branches of trees. He did not, he stated in reply to Captain White, do anything further as he expected soon to have a good growing fence. He had proposed that if Mr. Havelock was to fine them for every gap they should take down all the fence and leave only one gap, and then let him fine away. (Laughter.) In 1868 Mr. Trevor, Captain Hancock, and himself were appointed by Government to go over the line and report where fencing was required. They were to go on the basis that fencing should be the rule, whereas he held it should be the exception. The result was that he dissented, and the others referred the matter to Government as to the basis on which to proceed. Mr. Mathew and Mr. Currey also dissented and sent in a counter-proposition. The other members of the committee also proposed to give compensation for the cattle killed, and that the Company should supply herdsmen all along the line. In January 1868 Mr. Robertson threatened to enforce the provisions of the Act, but he (Mr. Sleater) did nothing more till the new fence came out from England, when it was all put up in that district.

Captain White here read a letter to show that Mr. Robertson imposed a penalty on the Company.

Mr. Currey—And if you read further on you will find the matter was referred to Government, and they ordered him to withdraw the fine.

Mr. Prescot—On the ground that the railway were doing all they could to get a fence.

Mr. Sleater proceeded to state that the committee again inspected the line in December 1868, and reported on several places where fences would not be required, and they also reported favourably on the state of the existing growing fence. Some of the places, which the committee considered would do without fences were in swamps; one was at a forest where there were no cattle; and one was at a place near Wangaum, and the reason for the latter was that the people said they always herded their cattle to prevent them straying on the line, and so had had none killed for a couple of years. The whole of the committee were of opinion that the risk to the passengers was at a minimum, and put the necessity for fencing on the ground that the villagers ought to be protected. He dissented from that report also. Mr. Sleater then gave the results of his general experience as to the difficulty of growing live fences and the causes—fires and trespasses—that led to their destruction after they were grown. At one time the Company, on the recommendation of Sir Bartle Frere, engaged a Scotch gardener, who was supposed to have great experience in these matters, and who taught their inspectors. He considered that no wall or fence could be put up on black soil except at an enormous expense, far beyond what a railway company could reasonably be expected to bear. His general opinion as an engineer was that with the cow-catcher he would do without fences altogether, except at the stations and villages and populous places. He had run into cattle, and on one occasion knocked two cattle from each side, but never saw an animal get under the engine or cow-catcher. He recommended the abolition of a fence, both on the ground of economy and safety. If the law compelled people to herd their cattle, fewer would get on the line, and if the people knew the Company could do without fencing, they would take very good care to keep their cattle off the line. Then he considered the imperfect fence prevented an animal getting off the line when a train came up.

Mr. David Richmond, deputy engineer, and who had been on the different divisions of the line since long before it was opened, was next called. He gave lengthy evidence as to the efforts to preserve the fence and grow a good live one along the line, and his opinions generally concurred with the preceding witness.

By Captain White—The original intention was to put in tall cactus without any artificial fence, and that was sown three years before we had any chance of opening the line.

Q. Through all these years of failures when the fence was insufficient—not one such as you were bound to keep up according to the law—did you take any measures to get a permanent artificial fence?—(A.) Yes, we had put up a post-and-rail fence. It was very light, but we expected we could get babool or something else, and looked forward to a live fence which we replanted every year.

(Q.) Why did you take no measures to secure a permanent fence on the line, or recommend it to your superiors when you saw the failure of the timber and the live fence also?—A. I did take measures.

(Q.) But when you saw the failure of the two, did you take no steps?—(A.) I had put in a fence each year and thought we would get a good growing fence. In 1858, for instance, I put in babool seeds, and on these failing, in 1859, I put in babool shoots.

(Q.) But that was ten years ago?—(A.) Well, we were constantly continuing our improvements on the live fence.

By the Magistrate—As head of your department, you mean, in fact, to say that from 1859, except during the time you were on survey, that was the general policy of the Company?—(A.) Yes, the policy has been to establish a live fence, and from time to time we have continued to supplement it with wire fencing where it was most required.

By Mr. Prescot—I think you have actually wired in the whole of the line in the Tanna collectorate; have you not?—(A) Yes; there are about 120 miles through the Tanna collectorate all fenced with post and wire, except a small bit, which is being fenced.

Captain J. H. White, deputy consulting engineer for railways to Government, was next called, and he produced correspondence and Government resolutions to show that Government had repeatedly called on the Railway Company to fence in their line, but that they had never yet sufficiently obeyed in their line.

Mr. Currey, general manager of the B. B. and C. I. Railway, followed. He stated that he came out from home and took charge of the line in April 1865, but had not been in office a fortnight when he found himself involved in correspondence as to the fencing of the line. He next showed from correspondence and reports that on ascertaining the state of matters he proceeded to collect a great deal of information and then made a strong representation to Government in order to get a change of the law as to the requirement for fencing; and thought that Government were for a time inclined to fall in with his views—which were approved by the board—and that they would grant a relaxation of the letter of the law. He then referred to the correspondence and operations mentioned by the preceding witnesses to show that during no part of the time had the Company ceased their endeavours to get an efficient fence, but that they had been much impeded by the trespasses of the people and cattle along the line and by the want of assistance from the local authorities.

The Court adjourned at eight o'clock after ten hours of a sitting.

FIFTH DAY, TUESDAY.

The enquiry was resumed in the Magistrate's bungalow shortly after seven in the morning.

Mr. Currey was again called, and, after finishing his evidence as to the fences, he said—I find from records before me that my predecessor first entertained the question of a cow-catcher in 1864. Our late locomotive superintendent, Mr. Anderson, since deceased, designed one which was authorised by Government resolution No. 1253, of date May 27, 1864. That design is substantially that of the old cow-catcher, of which a specimen was shown to you at Surat station on the 15th, and which is in general use. In August 1865, in ordering new engines, I sent our design of a cow-catcher home, and requested the special attention of our consulting engineer to it. I had no reason to believe that the cow-catcher was inefficient, but I considered it of great importance to get the best. I cannot find that my letter was specifically noticed, but the engines came out with a cow-catcher of that design, so I inferred they were approved. Since about 1867 we have improved the cow-catcher by removing the buffers, which we thought had contributed to an accident which had occurred. I was under the impression that the cow-catcher on the G. I. P. and East Indian lines were substantially the same as ours, but cannot say on what grounds, nor that I had a plan of an East Indian Railway ore previous to obtaining one subsequent to the Etola accident, when I found that it was substantially the same as ours. I had often seen the G. I. P. Railway cow-catcher. The question of the cow-catcher was frequently discussed by me with the locomotive superintendent, Mr. Carroll, and on our purchasing two engines about a year and a half ago Mr. Carroll fitted them with the cow-catcher which was shown at Surat on the 15th. I consider that the new cow-catcher has been very efficient, having in view the great number of cattle thrown off and the paucity of failures. The accident at Etola is the only serious accident we have had. Since this accident occurred I think the cow-catcher capable of improvement, and have ordered two engines to be fitted as an experiment with a larger cow-catcher of the nature of those described by Messrs. Hall and Bayly. We are bound to report all serious accidents to Government. We did not consider throwing cattle off to be serious, so such cases were not, as a rule, reported till the beginning of this year, when Government have required them to be reported. All the cases of running over cattle were not reported to me formerly, but I know they were extremely numerous. A return before me shows that from January 1st to May 31st 1869, sixty-nine cases occurred, in which ninety-nine animals were run over or knocked down, I cannot state exactly which. No accident was in any case caused to the train.

Captain Thomas C. Hincks, of H. M.'s 49th Regiment, who had been in the train to which the accident happened, was next examined. He remembered seeing his own servant and Colonel Adam's servants sitting in the upper storey of a third-class carriage; and after the accident, on going to extricate the injured, found three upper storied third-class carriages' wheels uppermost. Both servants were killed, and he thought one person was taken out from the lower storey of a third-class carriage. The train had seemed to be going at an average speed. He could not say how long relief was in coming from Baroda, but it was a long time—perhaps a couple of hours. Coolies had previously come from Etola. After a short time he saw two men dead under a third-class carriage. He did not think that early medical aid could have saved them as the carriage frame was on the top of them.

Mr. Currey re-called—My view remains unchanged that we should rely on cattle guards for the protection of the trains, having regard to the extraordinary difficulties attending fencing. I am unable now to furnish a statement of the total expenditure on fencing from capital and revenue, but will have one prepared. It has never been brought to my notice that the double-storied carriages are more top-heavy than the others or not as safe. It is in my knowledge that the late locomotive superintendent, Mr. Anderson, who designed them, reported that owing to the weight and strength of the carriage being kept low, the centre of gravity in them was lower than in an English third-class carriage, which is strengthened to carry luggage on the roof. I am not yet prepared to say whether or not I would, in consequence of the experience of this accident, advocate an alteration of these carriages so as to make them stronger in the upper framework.

Captain White was then re-called and produced the revenue accounts for the half-year ending June 30th, 1868, on which Colonel Trevor had made a note that he could not declare the amount of profits for the half year till provision had been made for the restoration or repair of the fences, to which Mr. Currey had replied, and Government thereupon by a resolution of October 14th retained two lakhs of rupees for the repair of the fences.

This closed the enquiry.

THE CURIOUS CASE OF CHEATING.

YESTERDAY, at the Girgaum Police Court, Hajee Ismail Abdoola, Hassum Ali Cassum Ali, and Shaik Ahmed Shaik Chand were again placed before Mr. R. H. Shovell, and charged with attempting to cheat Ruttonjee Pestonjee. Mr. Ferguson, barrister-at-law, appeared for the prisoners. A policeman was examined to corroborate the prosecutor's statement. The Magistrate, in disposing of the case, said—The charge is attempting to cheat one Ruttonjee Pestonjee. After detailing all he knew, the prosecutor wound up by stating, "I have reason to believe that all this was done by the prisoners to induce me to repose confidence in them, in order that they might obtain sums of money from me. The prisoners did not at any time, or up to this time, ask me for any money beforehand. I did not give them a rupee." The prosecutor did not know the prisoners before. They were made acquainted with him through the next witness, Nurrotumdass, to whom prosecutor referred the Court for further information. Nurrotum, in his examination, in which he repeats much of what the prosecutor states, mentions the only approach to anything like an attempt to cheat, in these words—"I then asked what would come into my hand. He (the first prisoner) said 'Of the ten thousand rupees that I shall get from the Shett, I will give you one thousand or fifteen hundred.' I said 'Unless the Shett gets the treasure, how will he give you rupees?' The first and second prisoners said 'The Shett's head will be so turned that he will immediately give the rupees.' I replied, 'Will the Shett give the rupees without getting the treasure?' I then left alone." Not a word of this is corroborated by evidence, and the last question apparently was not answered. There is not the slightest doubt but that both the prosecutor and Nurrotum were perfectly aware that they were leading themselves, not to be cheated, for they are both too intelligent to be duped in the manner indicated, but to endeavour to detect the prisoners in a trick that is notoriously too often successful in deceiving ignorant people; and it is perhaps to be regretted that the prisoners, who were doubtless up to mischief, were stopped before they had arrived at some act which would have been a penal offence. As the case stands, however, there is nothing on which the prisoners can be committed for trial before the High Court, and they are, therefore, discharged.

CRIME IN BOMBAY.

THE Acting Senior Magistrate of Police, in a letter dated 18th May 1869, submitted statements showing the state of crime in the town and island of Bombay for the official year ending the 31st March last. The following is the Government resolution thereon:—

RESOLUTION OF GOVERNMENT.—It appears from this report that 25,993 persons were brought before the police magistrates in Bombay during the past official year. Of these 197 were committed to the High Court, 1 to the Petty Sessions, 14,080 were convicted, 4,080 were acquitted, the charges against 7,624 withdrawn, and 11 were under remand at the close of the year. Of the number committed to the High Court 133 were convicted and 64 acquitted, and the case committed to the Petty Sessions resulted in the conviction of the single prisoner concerned in it.

Compared with the previous year in which 17,623 persons were brought up the increase is very large indeed, and the Right Honourable the Governor in Council concurs with the Acting Chief Magistrate that this is probably in a great measure owing to the large number of persons who came back to Bombay with the return of the Abyssinian Expedition. The offences, however, do not appear generally to be of the graver kinds. For assaults done the number of persons brought up was 3,335 more than last year, and for breach of conservancy laws there has been an increase of 2,196 persons. The crime of drunkenness also shows an increase of 425 persons, and 538 more seamen were brought up for refusal of duty. This accounts for upwards of 6,000 of the excess and the influx of persons by the return of the Abyssinian Expedition doubtless added to the number of offenders under other heads of crime. All classes of the community have added to the roll of criminals, from the Hindoos and Mahomedans who have increased by 4,760 and 1,812 respectively to the Europeans who add 819, and the Parsees who add 596 to their number last year.

Government are pleased to observe a very marked improvement in the proportion of convictions by the magistrates. From 58 per cent of convictions in the year 1867-68 the proportion has risen to 77 per cent., and the proportion of convictions in cases brought up by the executive police, which reached 87 per cent. against 62 last year, is still more satisfactory. Government are willing to believe with the Police Commissioner that with an improved form of return the successful working of the police would have been still more strikingly apparent.

New forms of police returns have just been received from the Government of India for the consideration of this Government, and a separate communication in this matter has been made to the Senior Magistrate.

Government are glad to know that the School of Industry is available for juvenile criminals.

Government regret to notice that the Police Commissioner considers it impracticable to introduce any system of education into the Bombay Police Force, but it is hoped that though difficulties may stand in the way at present the matter will not be lost sight of.

His Excellency the Governor in Council observes with pleasure the harmony with which the magistrates and the executive police work together. It is also satisfactory that notwithstanding the great increase of crime noticed in the returns there are no arrears of work in the Police Courts.

Copies of this report, together with the Government resolution thereon, should be sent to Her Majesty's Secretary of State and the Government of India, and copy placed in the Editors' room.

ERECTION OF A DISPENSARY AT MEHMOODABAD.

THE undermentioned correspondence, with the Government resolution thereon, by which it is resolved that the surplus of the fund for the distress in Kaira shall be devoted to the building of a dispensary at Mehmoodabad, was yesterday placed at the disposal o the press:—

Letter from the officiating Revenue Commissioner N. D., No. 1654, dated 12th April 1869, submitting, with his remarks, and in reply to Government memorandum No. 542, dated 3rd March 1869, an extract from a letter from the Collector of Kaira, in which he makes proposals for expending the subscriptions sent to him for for the relief of the sufferers from the floods of last year in that district.

Further letter from the officiating Revenue Commissioner N. D., No. 1655, dated 12th April 1869, submitting, in reply to the same memorandum, and in continuation of the above letter, a report from the Collector of Ahmedabad, in which he gives an account of the manner in which the money received by him last year for the relief of the people who suffered from the late floods, &c., has been spent; and recommending that any balance which may remain in hand on the 1st August next be added to the Ahmedabad relief fund, and invested in Government paper, in the name of the Collector of Ahmedabad for the time being, for the relief of distress in the city of Ahmedabad.

Letter from the Honourable Munguldass Nuthoobhoy No. 114, dated 3rd May 1869, stating that the Honorable Mr. Byramjee and himself heartily approve of the suggestion of the Collector of Kaira, that the sum Rs. 5,000, subscribed by them for the relief of the late distress in Kaira, but not required for that purpose, should be devoted to building a dhurumsalla at Neriad; and suggesting that the building be called the "Manockbaee Dhurumsalla" in memory of Mr. Byramjee's late wife.

Letter from the officiating Revenue Commissioner N. D., No. 2461, dated 22nd May 1869, intimating, with reference to his letter No. 1655, dated the 12th April, that the Collector of Kaira now proposes, instead of the scheme formerly suggested, that Rs. 5,000 of the money subscribed for the relief of the distress caused by the floods last year, with Rs. 1,000 from the municipal funds at Mehmoodabad, be expended in building a dispensary there.

Letter from the Honourable Munguldass Nuthoobhoy No. 155, dated 8th July 1869, stating that if Government are satisfied that the money would be better appropriated by building a dispensary at Mehmoodabad, neither he nor the Honourable Byramjee Jejeebhoy has any objection to this being done; and, as he has requested that that gentleman's late wife's name be associated with the charity, that he is willing to pay the additional sum of Rs. 1,000 required for the purpose, which it is proposed to obtain from the Municipality of Mehmoodabad.

RESOLUTION.—Mr. Munguldass Nuthoobhoy should be thanked for his very liberal offer. A copy of his present letter, and of the former communication from him dated the 3rd May, should be sent for the information of the Collector of Kaira, who is authorized to spend the Rs. 5,110 in his charge in building a dispensary at Mehmoodabad, to be called the Manockbaee Dispensary, in accordance with the wish expressed by Mr. Munguldass.

2. His Excellency in Council agrees with the Revenue Commissioner that the arrangements for the relief of the distress at Ahmedabad appear to have been very judiciously made, and approves of the suggestion contained in paragraph 2 of his letter of the 12th April, No. 1655, regarding the disposal of any surplus money which may remain on the 1st August next.

"SANITARY ENGINEERS."

(Madras Mail.)

WHAT is a sanitary engineer? we ask, because we observe in his minute, on sanitary improvements, that Lord Napier would consider such a nondescript the very man for the post of Sanitary Commissioner. His Lordship's own definition of the kind of official he has in his mind's eye is not a happy one. An engineer who goes about his ordinary duties "with the works of a physician in his hands" might be commended for literary industry, but it may be fairly doubted whether his reading would improve him as an engineer or make him anything but a very indifferent doctor. In ninety-nine cases out of a hundred, such a man would neither build a bridge nor cut off a leg efficiently. If it be true that the duties of a Sanitary Commissioner can be discharged better by an engineer or a revenue officer than by a doctor, it is strange that the engineering and revenue elements in the old Commissions were dispensed with. Both in Calcutta and Bombay it has been found desirable to place a doctor at the head of this department, and while the work in Madras continues to be of the same character as it has been hitherto, it is not reasonable to suppose that it can be done efficiently by any other than a medical man. A revenue officer, or a military officer, or an engineer, *must* have a professional sanitary officer to assist him. Major Malleson would necessarily have been at sea without Dr. Cunningham; and we are quite certain Mr. Ellis would be the first to acknowledge how much he depended upon his secretary, the lamented Dr. Montgomery. The non-professional sanitary officer has practically been found *de trop*, and economy and common sense combined have induced the Government of India to abolish him. Lord Napier has given much attention to sanitary questions, but with all deference to his opinion, it seems to us that if the public health is to be properly looked after the care of it must be left to men who have made it their special study.

TURF JOTTINGS AT BANGALORE.

(Bangalore Herald, July 15.)

WE have now the pleasure of completing our remarks on the first day's racing to take place this afternoon. Every endeavour has been made to bring the horses one and all fit to the post and to get the Course, no trifling task, in condition, and should the weather be propitious, the meeting will be inaugurated with a capital day's racing. We have but little to add to our previous notes on the appearance of the competitors. All seems well; rumours of course have been flying round that one or two of the favourites have knocked off work. Yesterday it was generally spoken of that Zouave had been pricked in shoeing, and had consequently gone lame: he does not appear like it now. Our old favourite Melbourne will win the Bangalore Cup, Fleur-de-Lys will, however, make him gallop we think: there is something in this maiden, and next season we expect to see her in a forward position. Jupiter, we believe, will not start. The Derby will be a struggle between Emerald and Sultan for the honour, we incline to Emerald, who has too much pace for Ally Askar's Arabs. Great excitement prevails on the second race, the Mysore Cup. Six, we fancy, will be the number of starters—Confederate, Zouave, Silvertail, Budwan, Alarm and Stranger—each of which have been going most satisfactorily, tending to render the difficulty of "naming the winner" the more perplexing. Confederate goes remarkably well, but cannot, we think, last the distance, for the pace is sure to be strong. Zouave has also turned out a very dangerous horse, and yet we cannot think he will be number one. Silvertail has continued without any marked improvement, but will run a good game horse. Budwan will not be able to go the pace. The remaining two, Alarm and the Stranger, have showed remarkably well. The Stranger has a fine speed, but we think the last quarter of a mile will be too much for him. Alarm, in our opinion, is the most dangerous horse on the Course, and although very lightly spoken of by many, we anticipate Mr. Wilson's colours shining in a forward place. Summing up the general running of the horses, together with their appearance, we append our humble opinion, and though dangerous to go so much against popular opinion, still we cannot, in face of what we have seen, reverse it. If Alarm, therefore, goes as fit to the post as he has been lately, we confidently expect to see him the winner of the Mysore Cup, closely followed by the Stranger and Zouave.

THE APPROACHING PESHAWUR FAIR.

FOR some years past, and specially since the publication of Mr. R. H. Davies's valuable report on "The Trade and Resources of the Countries on the N. W. Boundary of British India (1862)," the Government of India and the Punjab Government have been anxious to establish an annual fair at Peshawur, and we desire prominently to draw attention to the fact that the *first* of these fairs will be held from 1st November next to 10th December. In the autumn of 1857, the late Mr. Roberts, then Financial Commissioner, made a tour through Hazara and the Peshawur Valley, and was anxious to start the fair that year, but the Commissioner strongly recommended further delay on account of the civil war in Afghanistan, and the stagnation in trade caused thereby. Again in the following year, 1868, certain preliminary arrangements had actually been made, when Government felt obliged still longer to postpone the fair. With 1869 came a new and more encouraging state of things. In the spring the Umballa meeting took place, and although opinions may differ as to the amount of benefit derived by our Government from its handsome and unprecedented reception of an independent native potentate, none can doubt but that such a reception made a most profound impression on the Ameer, and that he returned to his capital convinced, and with good reason, that our friendship is a very valuable thing. His assistance in the development of Central Asian trade, and specially in starting our Peshawur fair, may certainly be counted on to an extent that would have been looked for in vain in previous years, either at his hands or at the hands of his predecessors. We are informed that the site selected for the fair is about two miles from the Peshawur cantonments and a short mile from the town and fort, to the right of the road leading to Nisutta and Murdan, and between it and the Grand Trunk Road. It is a fine open plain, is Government property, and has an abundant water-supply; approaches will be commenced upon immediately, and the site itself will be drained and marked off into streets and squares. Vernacular programmes in five languages are being printed for wide circulation. One programme will be printed in Oordoo, with duplicate in Persian on reverse; one will be printed in Pushtoo with Nagaree on reverse; and one will be struck off in Toorkee only (Persian character, Toorkee words). Merchants from the Indian side are specially invited to bring cloth of all kinds—broadcloth, chintz, country cloth, &c. &c, indigo, miscellaneous, ("kirriana," including drugs and spices), needles, thread, buttons, knives, &c. ("muniaree")—pottery, loongees' copper and copper vessels, sugars, pushmeena goods, sheep and cattle. From the Central Asian side will come raw silk, skins, horses, mules, sheep, Persian and Turcumunee rugs and carpets; "Kuuavez" (shot silk) chogas, Puttoo and other woollen fabrics; raw wool, postcens (skin coats), gold thread, dried fruits (apricots, coarse plums, raisins, &c.), fresh fruits (grapes, pomegranates, the celebrated Cabul or "Surdah" melons, &c.), churrus, tobacco (Candaharee), asafœtida, &c. For further details, Mr. Davies's report may be consulted with advantage. Appendix XIII. is a full table of exports and imports traversing the Bolan Pass, and gives a capital approximate idea of the goods passing by the upper or Peshawur route. Appendix IV. gives a list of the articles chiefly in demand among the "Khirghiz." For merchants of the Western Presidency it should be mentioned that goods intended for the fair can be forwarded from Kurrachee by rail to Kotree, and to Sukkur by steamers belonging to the railway company; from Sukkur to Makhud the Punjab Government boats will carry free all goods intended for the fair; from Makhud to Attock native boats will be used for forwarding the goods; and from Attock to Peshawur the Government bullock train will be available. The cost of forwarding goods from Makhud to Peshawur may be roughly estimated at one rupee per maund.

It is believed that very shortly Government will start a *through traffic agency* from Kurrachee to Peshawur and Rawul Pindee. This was suggested some time back by Major Pollock and approved of by the local Government. When this agency shall have been established, and when more steamers—and steamers of a class specially adapted for the Upper Indus—are brought on the line, it can hardly be doubted that the direct route from the sea to the upper districts of the Punjab will be largely employed for heavy goods, and increasingly so, if, as may be expected, the efforts now being made for the development of Central Asian trade should result in making Peshawur a vast *entrepôt* for that trade. As we write, it is announced that goods from the Indian side for Bokhara, Samarcand, Kokund, &c. will hereafter be charged at the old rate of duty, roughly 2½ per cent. *ad valorem*. This requires confirmation, but sounds probable, and deserves mention with reference to the reports that have been in circulation for some time past, to the effect that Russia, bent on killing our trade in that portion of Asia over which her influence extends, had directed the local authorities to levy rates on goods from India (indigo excepted), which practically amounted to prohibition. We shall return to this subject hereafter, and will only add here that the Peshawur fair offers probably the best market for teas of all kinds—hill-grown or China—that has yet been open to merchants in this country. It was ascertained that in 1867 £180,000 worth (say eighteen lakhs) of China tea from Bombay and Calcutta passed through Peshawur. The consumption of tea in Central Asia, as estimated by the best authorities, would startle any one approaching the subject for the first time. It should be added, however, that as yet there is a strong prejudice on the part of consumers against all kinds of Indian grown tea.—*Pioneer.*

TRACTION ENGINES.

A SCHEME has recently been strongly pressed upon the Punjab Government for employing Thompson's (of Edinburgh) traction engines, with India-rubber wheel-tires, on the better class of ordinary Indian roads. Sir Donald McLeod is understood to view the question as one which deserves to, and can only, be settled by experiment. Accordingly we believe that the Post Office Department will actually, before long, make trial of the working of one of these engines, either on the road between Loodiana and Ferozepore, or on that between Ferozepore and Lahore. The experiment will be made on behalf of the Government bullock train, and its cost defrayed from the profits of that department. We hear that opinion is much divided among experts as to the adaptability of Thompson's engines to Indian roads; but where the success of the experiment is so desirable, and at the same time fairly probable, it is much to the credit of the postal authorities that they have so promptly resolved to bring the question to a conclusive test.—*Pioneer.*

LOSS OF THE SHIP MISS PRESTON.

THE Singapore papers inform us of the total loss, near the Straits of Anjer, of the British ship Miss Preston, Captain Davies, bound from Sunderland to Singapore with coals. The captain and crew were all saved. It was on the 20th February she sailed from Sunderland, and on the 12th June, at Tanjong Silowang Cheringin district, that she sank.

WRECK OF THE ALFRED STORER.

CAPTAIN CUBITT, and part of the crew of the British ship Alfred Storer, bound from Shields to Singapore with coals, arrived at Singapore on June 27 in the Aunt Lizzie, Captain Proctor, and reports the total loss of his vessel on a reef to the west of Princes Island, Sunda Straits. The vessel left Shields on the 4th March, and, after a favourable voyage, reached Sunda Straits on the 14th instant, and experienced light and variable winds during that day. At about midnight a heavy squall with thick rain from the westward struck the ship and drove her on the reef, where she immediately filled. The first boat launched was the gig, which swamped and was lost; the next was the life-boat with the carpenter and boatswain on board; but the sea was so high that she was immediately driven away to leeward, and nothing more was seen of her, it being pitch dark and thick rain. The pinnace was next got over with great difficulty, and the captain with the remaining crew got into her; it was now found, however, that the chief officer and three of the crew were missing, but whether they had been washed from the deck, or had gone with the carpenter and boatswain in the life-boat, is not known, it being utterly impossible to distinguish anything on deck. Every search was made for the missing men, but without avail, and the pinnace had reluctantly to shove off about daybreak of the 15th, when the ship began to break up. Captain Cubitt, with those on board the pinnace, got safely on board the Aunt Lizzie, and were brought by her to Singapore, having experienced great kindness from her commander and officers. The names of the missing men, who it is feard must be lost, are—Samuel Forrester, chief officer; Wm. Dobson, carpenter; Arman Olson, boatswain; James McQuin, Wm. Murphy, and Charles Lawson, seamen.

JAPAN.

AN ample apology has been given for the insult suffered by Captain Stanhope and Mr. Consul Robertson on the Tokaido.

The incendiaries who attempted to fire the French Legation have not been detected.

Another sale of land has taken place at Hiogo.

An earthquake occurred at Yokohama on the 7th instant. It was severe but little damage was done.

The Mikado's troops have taken Mat'mai.

Hakodate was to have been immediately attacked, but no news of it has yet arrived. Nearly all foreign residents have taken refuge on board the ships of war.—*China Overland Mail, June 24.*

CHINA.

A CONSPIRACY has been discovered at Soochow to set up another Taiping rebellion. Three men were captured and beheaded as soon as all that was possible had been extracted from them. Many arrests have taken place in Soochow, and between twenty and thirty ring-leaders have been caught in Shanghai, some in the city, and some in the French concession. The conspirators, almost all Canton or Ningpo men, and old Taipings or disbanded braves, are reported to number some 50,000 men. The head chief is believed to be an old Chungmow, and to be now in Shanghai. So serious is the apprehension, that numbers of inhabitants have been flying from Soochow Shanghaiwards, for several days, taking with them all their property, in anticipation of an outbreak and general sack.

It is stated that several Chinese Hongs, in combination, have it seriously in contemplation to establish in London a native agency, for the sale of tea and transaction of general business.

Mr. Taylor (of Yangchow celebrity) has been summarily ejected from Pootoo island, exclusively inhabited by Buddhist priests, for endeavouring to proselytise them. They complained to H. M. Consul.

Earl Clarendon's "apology" bears fruit in a proclamation posted on the walls of I-chang offering a reward of 40,000 *cash* for every foreigner killed, 100,000 *cash* for each steamer destroyed and other rewards in proportion for injury to foreign interests!

A pic-nic party near Hankow had to beat a retreat on the 11th inst., owing to some hundreds of Chinese going up there to prevent the foreigners from boiling and eating some children. They were said to have taken up for the purpose. The Consul and his wife were of the party. The incident excites much attention.

A great battle has taken place between the Imperialists and rebels near Tung-Kwan, in which twenty or thirty thousand rebels have been killed, and as many ponies and mules captured; upwards of one thousand persons, retained in the rebel service against their wills, have been set free.

The Yangtzse exploring party have returned to Shanghai.

Count Meijean is appointed Consul General for France at Shanghai.

The silk market at Shanghai was opened on the 10th June.

The clipper ship Coral Nymph is a total wreck in Gaspar Straits. She was from Sunderland to Shanghai with a cargo of coal. Captain Winchester and crew saved themselves by means of the ship's boats, and were picked up.

The Hongkong Government has permitted certain residents in the colony to inaugurate the Peruvian coolie trade recently suspended but now resumed at Macao. The measure is strongly condemned by a section of the community.—*China Overland Mail, June 24.*

A FEW GUESSES AT THE FUTURE.

IT is difficult to realize, ever as pictures before the imagination, the changes which must take the place in the commercial world within the next four or five years, when the Suez ship canal and the Panama ship canal shall have been opened. The astonishing rapidity with which the Pacific railroad has been completed shows what our Transatlantic cousins can do when they "have a mind to" as they express it. Now they have a mind to make that ship canal across the Isthmus of Panama (where there is at present only a railroad), and they will do it. The dream of Columbus will very soon be a fact of experience. Ships will sail out through the Straits of Hercules, and by steering westward come to the East Indies. All the old routes of traffic will be altered. Teas and silks from Shanghai and Nagasaki will be conveyed eastward to America, and via Panama to New York. The doubling of Cape Horn and the Cape of Good Hope will be a comparatively rare occurrence. Teas and silks for London will pass through the Suez Canal; already, indeed, large consignments of China silk constitute a chief part of the homeward cargoes of the P. and O. steamers. Whatever is marketable in Europe from any port between Aden and Hong-Kong, will undoubtedly, within a very few years, take the short route through Egypt.

But no country in the world will be so directly affected by the coming changes as North and South America. Even without the Panama Canal, the Pacific railroad would ere long, revolutionize the United States politically as well as commercially. The railroad and the canal together will do the work in double quick time. Little do the bragadocios of the New York press guess what is ahead. The North and South have apparently fought out their quarrel, but it *must* be renewed, though, we may hope, not with the same weapons. Even now the Atlantic States and the Pacific States have diverse and in some cases conflicting interests. How will the case stand when Kansas, Nibraska, Dacotah, Wyoming, Montana, Colorado, Uta, and Nevada shall have become populous by the influx of immigrants, already pressing on, wave upon wave, along the new railroad? The North and South Atlantic States, the North and South Pacific States, and the central States between the Mississippi and the Rocky Mountains will find it impossible to live under one Government. It may move the indignation of rampant Unionists in the North to see such an idea suggested; but we confidently predict—and this is not a rash conclusion recently arrived at—that there are men now alive who will live to see the United States of America broken up into four, possibly into five or six, independent Governments. The Republic is becoming every day more and more unwieldy. The interests of different regions are becoming more and more opposed. The squatter on the banks of the Oregon sees political questions in a different connexion from that in which they are viewed by the literary *coteries* of Boston, the great merchants of New Orleans, the "clubbable men" of St. Louis, and the thundering legion of diggers anywhere in or with great mildness, other than mixing wholesale hauls California. The leaven is working; the fermentation is going on in many places unobserved, because below the surface; but soon the results will be seen. Self-interest will compel the United States to divide. Consentaneous secession will become a necessity. To this conclusion of the whole matter the Pacific railroad, and all the changes consequent on the opening up of new routes to commerce, inevitably tend.—*Pioneer.*

REPORT OF THE EXECUTIVE ENGINEER OF THE MUNICIPALITY FOR 1868.

[EXTRACTS.]

INTRODUCTION.

IN your [the Municipal Commissioner's] report for last year you lamented that the Engineer's Department was not in such good order as it might be, or indeed as the other departments of the Municipality; you also dwelt on the difficulty of reforming establishments where abuses have long been in existence. Now, whilst you can hardly expect me to admit the existence of abuses, of which there is no proof of any kind, I must yet express regret, that owing to the want of adequate assistance, I was unable to have certain departments of my establishment in as good working order as they might have been. If, as I several times suggested, I had been allowed to obtain from England a duly qualified surveyor as an assistant, I am certain that there would have been no ground for your complaint that certain store returns had not been prepared in time.

Last year I reported that towards the end of the year 1867 the office work was in much better order than it had ever been up to that time; it is, however, my duty to inform you that when the present arrangements came into force, the Superintendent of the Building Department informed me that he found the office work very much in arrears. I mention this simply to show the necessity which existed for an experienced surveyor to devote his whole time to the work, it being so intricate in its nature that its proper performance requires the undivided attention of one individual.

For my own part, I can conscientiously say that during the during the past three years I have given my best services to the Municipality, and, except when laid up with severe sickness or accident, I have not been absent from duty for 14 working days of that period.

FAILURE OF ATTEMPT TO AMALGAMATE HEALTH AND ENGINEERING DEPARTMENTS.

Acting under the recommendation of the Select Committee of the Bench, an attempt was, during the past year, made to unite the out-door establishments of the Health and Executive Engineer Departments, as it not unnaturally appeared to many of the members of the committee that it was a great waste of labour and money to have two sets of inspectors daily travelling over the same ground. This idea at first sight appears to be a very sound one, but a subsequent trial at once showed that it would not work. In the the first place the European inspectors were expected to serve two masters, and of course the usual result followed; then again the hours at which the men work are different, the men of the Health Department commencing much earlier in the morning than those of the Engineer's Department. In addition to which it is an acknowledged fact that if an inspector in the Health Department faithfully discharges his duties, he has quite as much to do as he can accomplish.

By dispensing, however, with several of the European inspectors in the Executive Engineer's Department, a considerable saving has been effected, and the views of the committee have thus, to a certain extent, been complied with. This arrangement has increased the work falling on Mr. Duffy and Mr. Wharton, the only remaining European inspectors of the Engineer's Department, but I do not think that the Municipality suffers in any way.

I must, however, express my opinion that so long as the halaloores' department remains under the Health Department, so long must it be separated from the surveyors; if, however, a new drainage system be carried out, and if this system include the removal of night-soil, then I think the present arrangement may be reconsidered, and the scavenging department put departmentally under the surveyor of roads, leaving the Health Officer to attend to the more strictly scientific portion of his duties.

An engineer would then only be required if new and extensive works should be undertaken.

ROADS.

The remarks made in my last year's report as to the insufficiency of the sum allowed for the maintenance of the roads have been completely verified, and this notwithstanding that the reduced grant has been somewhat exceeded. As I stated in my last year's report, we require with our present traffic to expend about 10,000 brass (400 cubic feet each) of road-metal to keep the roads in the island in good working order, but as we have only spread 6,150 brass, the consequence is that the roads are in very bad condition, and are daily getting worse. This is a false economy, the results of which will be that more than average expenditure will be required next year.

Nothing shows this more clearly than the present frightfully uneven state of certain of the roads, which might have been kept in fair order if a few men had been kept patching them; now they will require to be fully metalled throughout.

Mr. Jamsetjee Rutnaghur, whose tender for watering the roads was accepted at the beginning of last year, failed to carry out his contract in a satisfactory manner, and I recommended that, in virtue of one of the clauses in the agreement, the contract should be terminated at the beginning of the S. W. monsoon, and that the work should be done departmentally for the remainder of the year. This, however, was not done, the consequence was that complaints of deficient watering were numerous, and much discomfort resulted to the general public. I trust, however, that the watering of the streets may not again be let for a lump sum, but that in future it may be worked departmentally, as the inducement to the contractor not to water is very great, the hire of the bullocks for the day being saved to him, whilst the extent of the ground to be watered renders it impossible to maintain a strict watch over the sub-contractors.

The excess expenditure on the roads, will, I trust, under the circumstances, be excused by the Bench, the more especially as the Controllor has valued the road-metal not at the prices paid during 1868, but at those of 1867. In 1867 the price of road-metal was Rs. 20 per 100 cubic feet, whereas during 1868 it was only Rs. 12.

B. B.

THE AUSTRALIAN PRESENTS TO THE DUKE.

(Melbourne Argus, June 19.*)*

A GOOD deal of comment has taken place on the announcement contained in the last London telegrams, that the House of Commons had been asked to vote the sum of £3,500 for the presents made by the Duke of Edinburgh during his recent visits to these colonies. The matter is likely to form the subject of a discussion in the Legislative Assembly, Mr. Longmore having given notice, amidst cheers and laughter from all sides of the House, of his intention of moving for the appointment of a select committee to "inquire into and report on the value of presents, and when and to whom made by H.R.H. Prince Alfred whilst in Victoria, with the view that the House should resolve itself into [illegible] of the whole to consider the propriety of [illegible] an address to His Excellency the Governor, [illegible] that a sum of money be placed on an addition- [illegible] to recoup the Imperial Government all or [illegible] of the sum of £3,500 as was expended in Vic- [illegible] His Royal Highness in the making of presents." The motion, of course, will not be carried, but hon. members will perhaps take the opportunity of asking what will be done, under the circumstances, with the handsome presents which His Royal Highness received during his visit to this and other colonies.

GOLD IN TASMANIA.

(Launceston Times, June 16.*)*

THE position of the working of our gold deposits will be seen from the local intelligence on the subject published in another column. The assay of the gold reef discovered at Waterhouse gives three ounces and two and a half pennyweights to the ton. Mr. Williams has shipped another ton for assay at Melbourne in order to confirm the first—the result being, some are disposed to think—"too good to be true." Mr J. S. Goodall has succeeded, at last, in closing a negotiation for leasing a valuable quartz reef at Tower Hill, Fingal, from Mr. W. Gellibrand, on terms which will enable him to commence working it. The lease is for an area of 157 acres for 21 years, at a royalty of 6 per cent. on the gross yield of gold. Mr. Moore, engineer to the railway contractors, has discovered at Penguin Creek, on the north-west coast, a deposit of argentiferous copper ore, and as the proportion of silver is large, the discovery is one of importance. Mr. E. B. Walker has discovered a rich lode of galena at the Leven, and has forwarded specimens to Mr. W. T. Bell. Mr. Walker states that specimens of the galena from three different parts of the lode have been assayed, and though the specimens were picked up on or near the surface, they yield from eighty to one hundred ounces of silver per ton. In consequence of this discovery, the nucleus of a company, "The Devon Mining Company," has been formed, and the prospectus will be issued shortly.

CRIMES IN THE AUSTRALIAN COLONIES.

(Launceston Times, June 16.*)*

LAST mail conveyed to England the shocking details of the murder in a cell, in Pentridge Stockade, of the Rev. W. Hill, minister of the Wesleyan Church, Brunswick-street, Melbourne, by George Ritson, a prisoner maniac with murderous propensities, but "otherwise a remarkably well conducted man." The details of the murder of Bridget Lynch were conveyed by the same mail, and the discovery of the murdered remains of Mr. Halligan, near Rockhampton, but the details of that tragedy have only recently been elicited. The particulars are briefly as follows:—"Palmer and Williams both armed rode up to Halligan, one on each side; Palmer seized Halligan by the coat, and demanded his gold; Halligan said, 'I know you, Palmer, I won't give up the gold;' he then spurred his horse into a brisk canter, and tried to beat off Palmer with his whip; Palmer held his own bridle and Halligan's coat in one hand and a pistol in the other; he kept jobbing the muzzle of the pistol against Halligan's teeth; Halligan dropped his whip and took out his pistol, when Williams shouted to Palmer, 'Look out, George, he will shoot you;' Palmer knocked aside Halligan's pistol which went off, the ball striking a tree; Palmer then shot Halligan in the breast, retaining his hold of the unfortunate man till he fell off his horse; Halligan continued shouting Palmer's name, when Williams gagged and bound him, and both murderers rode off to Archibalds, leaving Halligan bleeding in the scrub; they returned at midnight with a bag of bricks for ballast, and found life extinct; they threw the body into the river; Palmer, Williams, Archibald, and Taylor, all met in Gracemere scrub and divided the spoil, but Archibald refused to take his share: for three days—while the search party was out—Palmer and Williams hid themselves, coming into Archerstreet scrub at night, where Taylor supplied them with rations. It is not publicly known how the police obtained this information, but it is supposed that Taylor or Archibald divulged the whole affair."

These horrors are equalled if not eclipsed by the details given by "Miss Larkins," as she was termed by the landlady of "The Fountain of Friendship," Sydney, at the inquest on the unfortunate woman named Lizzie Moore, who was murdered by a ruffian named Mason, and, with the assistance of another ruffian, squeezed into a sugar bag for conveyance from the site of the murder. The bag was left standing against a wall in Brougham-place, and found there by the constable on duty.

Then followed the murder of Mr. Sparks, warder of the gaol at Windsor, New South Wales, by a prisoner named Nicholas Power, who smashed the unfortunate man's skull with an American axe; apparently with as little motive as Ritson had for beating out the brains of poor Mr. Hill with a hinge taken from the prisoner's bedstead.

The Wahgunyah correspondent of the *Ovens and Murray Advertiser* communicates to that journal the following particulars of a daring attempt at murder gallantly resisted and effectually frustrated:—"About ten o'clock on the morning of Wednesday last, one of the daughters of Mr. Duncan Brown, hearing a rap at the door, called her father, who got up, put his trousers on, and opened the door. It was a cold wet night, but the moon gave just sufficient light to enable Mr. Brown to observe a man standing a short distance from the door. He said to the man, 'What do you want? Go away; this is no time for you to be about any one's place.' A savage yell was the only answer, whilst the man ran at him with a knife in his right hand, and a small hoop in his left. This hoop he tried to get over Mr. Brown's head, whilst he attempted to cut his throat with the knife. Mr. Brown raised his right hand to protect himself, and got a severe cut across the knuckles. On the assassin making another cut at him, he caught the knife in his left hand. A struggle for life now ensued, and it is very doubtful how it would have ended, if the Misses Brown had not bravely come to their father's assistance. One of these young ladies, with a courage worthy of the pluck displayed by her sire, seized a broom-handle, and with a well-directed blow on the head, brought the would-be murderer to the ground. The struggle was soon renewed, but the old man having succeeded in actually breaking the knife in two, at length got the mastery of his assailant. The cries which accompanied this life and death struggle aroused Mr. Donald Brown (son of the truly gallant defender of house and family), who resides over a quarter of a mile off. The gentleman on coming to his father's assistance found him kneeling on the prostrate body of a large and savage Chinaman; both men covered with blood. He immediately relieved his father, and, having securely fastened his prisoner with a clothes-line, sent for the police. On the arrival of senior-constable Buckmaster and constable Gribbin the place presented the scene of a shambles, blood was sprinkled everywhere, but, on an examination of Mr. Brown's wounds, they were found to be trifling though many, the principal one being in the left hand, where he caught hold of the knife. One of the Misses Brown also received a cut on the back of her hand, but I am very happy in being able to say that it is not a very bad one. The would-be murderer received such a punishment as will be a lesson to him should he again be turned loose on society."

Now without casting any reflection upon the social condition of the continental colonies where these enormities have been perpetrated, and without taking note of the numerous outrages perpetrated by the bush-ranging fraternity, we may fairly congratulate the people of this colony on the fact that life and property are much safer in Tasmania than in any other portion of the Australias.

WE must have been unduly excited on the subject of running our two-year olds if we are to believe the account given by the St. Petersburg correspondent of the *Tablet* last week of the preparations for the horse show at Moscow. It seems that among the troop of horses sent from Asia was a little foal which when only a few hours old set out on its first journey, and accomplished in the day about fifty-five English miles. Our two-year-olds may learn a lesson from this barbarous foal; at the same time we fear that the inexperienced animal must have formed a somewhat disagreeable impression of the requirements of the state of existence on which it had just entered, and not improbably have wished itself back in its former sphere.—*Pall Mall Gazette.*

A FRENCH doctor has discovered that turpentine is a sure antidote to phosphorus, and he commends this discovery most especially to parents whose children have been sucking lucifer matches. It appears that, in more than twenty cases of this kind he has employed turpentine (one tea-spoonful neat) successfully; and his report on the subject of these cures has been favourably received by the Academy of Medicine. We have not, of course, had to put ourselves vouch for this remedy, so that if any of our readers wish to try the experiment of eating a few matches, and then drinking a little turpentine, they must not sue us for damages if they are incommoded by the results. We are not prescribing, we are only reporting.—*Pall Mall Gazette.*

A PARISIAN contemporary points out with some grimness how it may be safer under certain circumstances to slay one's neighbour than to thrash him. An unfortunate man named Patry, having acquired proofs of his wife's infidelity recently killed her and fired at her seducer, a learned but gallant attorney. For this double crime, murder and intent to murder, he was tried at the assizes of Tours, and acquitted with honours. "Now," remarks our contemporary, "if, instead of killing his wife, this man had merely given her a beating; and if, instead of shooting three slugs at the attorney, he had caught hold of that worthy by the neck and belaboured him in the meriet place the law would certainly have punished him with a fine of 100 francs on the first count, and two months' imprisonment on the second. Whence it ensues—such at least is the obviously French conclusion—that a double-barrelled gun is a more genial adjunct to a marital trousseau than a horsewhip."

THE GARDE MOBILE.

JOKES are flying numerously enough now in Paris, but all at the expense of the unfortunate officers of the new Garde Mobile. These gentlemen are mostly chosen through political influence, and, like many of our own volunteer commandants, have had no previous military experience. *Chaos* is unmerciful to them. He puts an old sergeant of the line to drill an improvised captain. "Before commencing your instruction, Monsieur le Capitaine, have you already commanded or given orders?" "Oh! yes, sergeant; I have ordered my uniform." Another officer of like military inexperiences says candidly to his squad—"Have patience with me; I am not yet quite up in command." "Don't apologise, mon lieutenant," observes a brassy recruit in front, "everything must have a commencement; begin your duties by commanding a *chopine* of beer while we're waiting."—*Paris Letter.*

THE MANUFACTURE OF RELIGIONS.

RENAN'S *Life of Saint Paul* is still discussed. That writer, who is of a dreary, melancholy disposition, has visions of being the founder of a new universal religion in which our Saviour is to be worshipped—that is the word—as a sage and a human being, but not as God. These attempts have been made before now, and even the famous Conventional, Siéyès, found that religions, though easy enough to manufacture in one man's brain, were more difficult of practical adoption than even his perfect "Constitutions," with drafts, of which he had the pigeon-holes of his desk crammed. But Barras, the *quondam* lover of Josephine, rather puzzled, in his practical way, the man of theory on this head.—"Can you understand why these brutes refuse to believe in my religion of reason and wisdom, they who formerly put such blind faith in Christian superstitions?" "My dear Theosophite," answered the shrewd Barras, "do you really wish to have your new religion accredited?" "Certainly." "I can give you then an infallible receipt for its propagation." "What is it?" "Lay down your life for your doctrine; let yourself be hanged and buried; arise again in three days, and you will find disciples coming round you in crowds. But don't forget, my dear fellow, to rise again; it's an extremely important part of the programme: in fact, success depends on it." Old Siéyès bit his nail and was silent.

THE RUIN OF MILLIONAIRES.

(Spectator.)

THE *Times*, writing the other day about the execution recently put into the principal residences of the Duke of Newcastle, expressed a surprise, often expressed before, that men possessed of wealth so great should seek excitement on the turf or at the gaming-table. The ultimate attraction of those two forms of dissipation is the hope of winning money easily, without toil or tedious effort, and the writer wonders why men with such means should feel it. If they win they are hardly better off, for after all, you can only have all that you want and plenty of sixpences besides,—while, if they lose, playing as they usually do against loaded dice, they seldom escape without what for them is ruin. Our surprise, we confess in such cases is of a different kind. The temptation, we suspect, is like the temptation of danger, which excites men to mountain-climbing or birds'-nesting, and consists not so much in the chance of winning greatly as in the risk of losing heavily,—a form of the desire for excitement to which men with nothing to get, the men sated from birth with luxury and wealth, are peculiarly liable. "One gets so bored with good wine," remarks one of Mr Disraeli's personages in *Sybil*, with a secret belief that an accidental dose of vinegar or cheap claret would be a relief to the *ennui* of his palate; and a trace of that feeling is perceptible in every aristocracy. It is part of the secret of their social courage. We can understand a man with no objects, no intellectual distractions, and no cares taking to the turf very eagerly, even if he is not very fond of horses, and careless of the sort of reputation which success in their management, in a half-civilized country like this, certainly ensures. What bothers ordinary observers is the extraordinary want of capacity the millionaire nobles often seem to display in the pursuit even of their pleasures, want which seems to disable them not only from saving themselves from pecuniary scrapes, but from choosing people to save them. They seem as ignorant of business as women, choose those they trust as badly, and rely upon them with even more blindness. The ignorance, we admit, is in part natural. They are not bred to business like the business men, and they are not forced to know business like the professionals, and their whole training is adverse to the development of that instinct for business which appears very often, as in some refined women, altogether independent of circumstances. One does not learn swimming in a marble bath-room. But men who cannot count do not often go upon the turf, and it is a puzzle to those without millions, why millionaires who can count should, even when trying to buy excitement, get so very little for their money, why they should muddle so grossly as they do. They do not start with a wish to be ruined, most of them are keenly alive to the value of wealth, they are energetic enough in bookmaking, yet when any crash brings their affairs before the public, they always appear to have done things which, if they had seen them done by any other man, they would have rightly judged to be ruinous. There was a great peer, a statesman of mark, giving evidence in court the other day, and as far as anybody could perceive, he, a man of large brain, without a vice or a hobby, with no lust of territory like the late master of Stowe, and no mania for geology, or harbour-making, or building, or collecting, had hampered a splendid fortune by muddle of which a tradesman would have been ashamed. When he wanted money, apparently, instead of taking it from his bankers, he took it from his own agent, thus putting himself in the absurd position of borrowing from his left hand to spend with his right, and paying for that high privilege. The extraordinary places to which spendthrifts, with property of fabulous value, will go for ready cash is to men without business resources absolutely inexplicable. John Smith, with 300 acres of land, borrows of his banker; while the Marquis of Blankshire, with estates in a dozen counties, resorts to some rapacious bill discounter, who, as the victim knows quite well all the while, will not make an effort to do business on bankers' terms. This is exactly as if a man were to take India Stock warrants to raise money on them from a pawnbroker in Field Lane. Bred up to possess property, such men seem not to know what property is, or what it is worth. They not only do not know how to save, but how to waste it, and, so to speak, sell their possessions without receiving half the purchase-money.

Most men, we suppose, would explain the puzzle by ascribing everything to a form of indolence, a distaste for business of any kind, even for the simple calculations necessary to ascertain whether ruin is coming or not. Extreme forms of this kind of indolence are, no doubt, common enough, and we can conceive a man unwilling to add up a few large figures, just as we can conceive of Thompson, the poet of indolence, eating peaches off a wall with his hands in his pockets. We heard the other day of an Austrian noble, a man of the most princely possessions, who chanced by some accident to look into the accounts of his Bohemian properties. He found that of a rent-roll of £50,000 he had received just eleven florins, and that this had been going on for six years, during which it never occured to him to inquire. Any amount of neglect is conceivable in men to whom business is a bore; and they are generally safe, too, because they are pulled up by actual want of cash before it is too late to redeem their affairs. But the explanation only throws us back astep farther upon the question why very great men so often fail in matters pecuniary into such very bad hands. Why does Lauzun so seldom find an honest steward, or Esterhazy a clearheaded Chancellor of the Exchequer? The quality wanted, that of being an honest steward on a large scale, is not usually a common one,—it includes, say, half the Scotchmen alive, but is a purchasable one, and yet it seems in all these cases never to be obtained. Spendthrifts of a certain high class seem to lose all faculty of judging men, or in some cases of securing aid at all. Take, as an extreme instance, the case of William Pitt. It was, we believe, ascertained after his death that the root of his chronic pecuniary embarrassments, of the debts which the nation paid, was kitchen waste on an almost incredible scale. He was plundered every day and every hour of gold, in the shape of beef, mutton, wine, and groceries. Well, we do not expect that William Pitt, with an empire on his hands, should bother himself over his weekly bills; but £100 a year would have secured a house-keeper honest to penuriousness or a steward who would never have taken a commission, and he could without money have secured the time of a competent friend for one day in the year; yet no such aid was ever forthcoming, though Pitt must have been conscious in some dim way of the disorder in his household affairs. Mr. Collins did not invent the Pedgitts, who are such pleasant characters in Armadale. There are honest lawyers by the dozen to be had, advisers as good and as straightforward as the Treasury, for instance, secures, clerks who would keep everything but results out of their employers' way. Smaller men and bigger men find such aid easily enough, but the richer spendthrift nobles they seem to be absolutely inaccessible. Kings obtain good stewards, but the nobles' Baron Stockmar or Colonel Phipps always seems to be in such a position that honest or otherwise, he can hardly help benefiting by his employers' embarrassments. Look at this very Newcastle case, which we mention only because the facts have come out in Court. The Duke's friends write to say that he owes very little comparatively,—say about £200,000,—and that three years of strict economy will bring the property all round. Very good; we are glad to hear it, for the Duke's father's sake; but then, why in the name of common sense, is such a scandal as an execution permitted at all? There is not a lawyer's clerk in the country who, if his client had £500 a year for life certain and owed £1,500, would not get him clear of the scrape without letting the bailiffs in; but even that small modicum of advising ability seems to be wanting to the very great, and they go on from difficulty to difficulty till the crash comes, without as much aid either from friends, or advisers, or dependents as the humblest middle-class man usually commands. So general is the defect among the hereditary plutocracy of all ages and in all countries, that it works as a permanent cause of their destruction, a permanent preventive of the accumulation which otherwiss might grow too vast.

A VERY pretty woman, married to a painter of no great renown, told some one a story of her dear lord and master. She came down in the morning and found him, with his immense head of hair combed backwards, reading the newspaper. Looking over his shoulder, she noted it was the column of deaths he was perusing. "What are you looking for, dear, amongst the deaths?" "Why, painters and sculptors of course," was the solemn reply. "If I should remain the only painter extant, I should have an excellent chance of the prize."

BETTING HOUSES.

WHATEVER may be the ultimate result of the betting house prosecutions, no one can regret that the proprietors of places combining business in tobacco or shirtings with gambling should be confined to the legitimate calling announced over their doors. Scattered all over London are certain cigar shops, frequented by that sorry young man of the day whose nights are spent in music halls. In these establishments cheap walking-sticks and sheets of fast jokes are sold to the customers, who also have opportunities of betting with the merchant who provides these luxuries. In such places footmen and their kind discover a means of speculation which not unfrequently leads to unpleasant consequences. It is difficult, of course, to restrain what we call the lower orders from imitating the example of the Duke of Newcastle; but it is not every one that can afford to be ruined. Some of our contemporaries appear to entertain a generous compassion for the afflicted bookmakers now suffering from the activity of the police, but we suspect that there are fathers and mothers with sporting sons who regard this hurrying of the gambling nests with other sentiments than those of pity for the hawks. It is pretty certain, however, that if we are to choke the sources of the racing mania we cannot stay our hands at the humbler establishments for its propagation. Are rich men, dukes, and earls, to have the monopoly of a vice; and when all the lucky-bag schemes over the country have been burst with a prod from the sword of justice, may not a cry go up for the immediate demolition of the clubs and haunts of the superior persons who risk estates instead of half-crowns upon events?—*Daily News.*

A COUNTESS OF MANNERS.

WE reprinted the other day a review from the *Pall Mall Gazette*, of a curious book, "Good Society: a complete Manual of Manners, by the Right Hon'ble the Countess of * * * * * * * * *." The *Saturday Review* also has a review of it, and as it deals with rules laid down by the Countess, distinct from those referred to in the *Pall Mall Gazette*, the following extract will be found interesting:—

Take, for instance, the chapter on "Cards." Here is a caution which strikes us as decidedly superfluous. "Young unmarried ladies living with their parents do not require separate cards." Surely no middle-class parent, however benighted, would ever suppose they did. On the other hand, here is something very recondite. "The possessor of two residences should have one address engraved in the left corner, and one in the right." In our simplicity, we should have thought such an arrangement rather ostentatious, and savouring just a little of the "*parvenu*" whom our Countess regards with just horror. Besides, what if a person owns, like his grace of Buccleuch, some dozen residences? Are them all to be inscribed on his visiting card? And would not the effect, however imposing, be, to say the least, slightly bewildering Another dark saying follows: "Honourables do not affix their titles to their cards." No title under Sir or Lady should be taken by the bearer. Who are "honourables," and what are the "titles" which they are to abstain from announcing to their acquaintance? And how, if she extinguishes herself altogether, is a plain Mrs. to make her existence known to society? Here is a direction which we regard as a graceful concession, on the part of our Countess, to the customs of the middle-classes: "We inform our friends and acquaintance of the death of any member of our family by a card. These cards should simply state the name, age, birth-place, residence, and place of interment." The Dissenting grocer will be pleased to discover that his homely practice obtains in the lofty circles in which Countesses move. The ceremonial of "a morning call" is defined in this work with great precision. It should be paid, says our Countess, "between the hours of three and five P.M." A gentleman caller is to discriminate carefully between his umbrella and his hat. The former is always "to be left in the hall." The hat becomes the subject of a separate treatment. It is never to be laid on a table, pianoforte, or any article of furniture. It must be disposed of in one of two ways; either held in the hand, or deposited on the floor, under the chair." Ladies are enjoined to abstain from the onion, as "the forbidden fruit of the Eve of the nineteenth century;" and gentlemen are charged to keep their teeth and nails "scrupulously clean." Here is a more recondite suggestion as to jewellery. Opals, it seems, connote refinement. "No merely vulgar woman purchases an opal." The importance which the Countess attaches to dress is shown by her putting the tailor on the same footing as to profits as the Church. "No man should spend more than "a tenth of his income on dress." Is this proposition to apply to a millionaire? Because a wardrobe must be "varied" indeed to represent an annual expenditure of £100,000. "The Promenado" is the natural corollary of the toilette. Here is an instruction which reads like a direction to an acrobat or circus-rider, preparatory to his "great bare-backed act," or some other feat of gymnastics. The Countess is supposing the "social emergency" of an invitation to enter a carriage:

If there is but one step, and you are going to take your seat facing the horses, put your left foot on the step, and enter the carriage with the right in such a manner as to drop at once into your seat. If you are about to sit with your back to the horses, reverse the process. As you step into the carriage, be careful to keep your back towards the seat you are about to occupy, so as to avoid the awkwardness of turning when once in. Nothing can exceed the mechanical precision of this; but, then, everything would be deranged by the simple accident of the carriage having two steps instead of one. In this case one would enter with the wrong leg, and as likely as not be betrayed into that unseemly pirouette which our Countess condemns with so much severity. The following rules demand less dexterity:—"Never call across a street." "In shaking hands, do not put out the hand till you are quite close to the person you are about to salute." "Nothing is more awkward," our authoress truly observes, "than to walk several yards with an extended hand."

The Countess's canons for evening parties are sound and orthodox. "General salutations of the company," she tells us, "are now wholly disused." Caution is suggested in singing comic songs. As a warning, the Countess mentions that she was once at a party given expressly in honour of "a lady of colour," and heard a "thoughtless amateur" dash into the "broadly comic" nigger melody of "Sally come up," which covered every one with confusion. If a "Parsee prince" is present, it is "unbecoming to follow him about and listen to every word he utters." You may be wrongly announced. In this case, "make your way at once to the mistress to the house, and introduce yourself by name"; but the butler's blunder is to be repaired "with simplicity, and your rank made as little of as possible." "No one should accept an invitation to which he does not dance." There is good sense in this, and in the interest of the many young ladies who habitually line the walls of fashionable ball-rooms we wish the injunction were more generally acted upon. There is probably less need for the following caution:—"All casino habits are to be avoided in a private ball-room. It is an affront to a highly bred lady to hold her hand on your hip." It is to be hoped that the "aristocratic young men" whom the Countess has seen committing this enormity are not very numerous. Some of her hints to ball-givers are very valuable. Here is a thoughtful suggestion:—"Great inconvenience is often experienced through the difficulty of procuring cabs at the end of a ball. Unless more men-servants than one are kept, it is better to engage a policeman, with a lantern, to attend on the pavement during the evening, and to give notice in the course of the day at a neighbouring cab-stand." But is there not here some confusion between the function of the linkman and that of the police? If it is a general practice of ball-giving ladies to appropriate the policeman on the beat for their own private convenience, no wonder we hear a good deal about the insecurity of the streets. We commend the point to the notice of Colonel Henderson. In her remarks on dinner-parties, our Countess is careful, as usual, to adapt her instruction to babes in etiquette. "Peas," she tells us, "are eaten with the fork." "The knife is never to be carried to the mouth." "Hot soups and puddings are not to be tasted till they are sufficiently cool." By disregarding this caution, "you may be compelled to swallow what is dangerously hot, or driven to the unpardonable alternative of returning it to your plate." There is one "social emergency," and one alone, in which our Countess fairly admits her inability to prescribe a rule. Courtship, she observes, is a crisis when to act by rule is impossible. So she wisely contents herself with passing on to the order of toasts to be given at the wedding-breakfast, and an exposition of the philosophy of "no cards."

"THE MORALS OF DRESS."

TO THE EDITOR OF THE "PALL MALL GAZETTE."

SIR,—I have just been reading the article on "The Morals of Dress" in your issue of last Saturday, and I shall be very grateful if you will kindly give me space for a few observations with regard to it.

As you are no doubt under the impression that nearly if not quite all women approve more or less of the fashionable follies and extravagances in dress, you will perhaps be surprised to hear that I—though there is no doubt whatever about my being a woman—have read the article with the greatest delight and satisfaction. It is so, however. Your contributor—who, I presume, is a man—has almost exactly expressed my sentiments upon the subject in question; but there are one or two remarks in his article with reference to which I, as a woman, feel a desire to make a few suggestions.

Your writer says that, "take it for all in all, perhaps the dress of a lady was seldom more inartistic, unhealthy, and extravagant than at present, and surely never more vulgarizing." With regard to the unhealthiness of the present style of dress, I have but little opinion of my own. But I can allow without hesitation its ugliness, extravagance, and, above all, its extreme vulgarity. I do not see much of society, but whenever I do get a glimpse of many smartly and fashionably dressed woman, almost the principal thing that strikes me is their very unladylike appearance. I further quite agree with your contributor's opinion as to the barbarity of carrings; and also as to the ungracefulness of the drapery, the want of harmony of colour, and the tawdry excess of trimmings in women's dress. Beauty becomingness, and use, seem to be alike disregarded now-a-days, not to speak of modesty. In spite of my sex, I cannot help observing all these things quite as clearly as any man does; and I believe, moreover, that there are many other women who feel just as strong a repulsion towards the present fashion as I do.

Now (putting aside the want of principle which must be at the bottom of all extravagance in dress) what can be the cause of this prevalence of bad taste and craving after novelty? I am not now speaking of "women of fashion," who have no reason to give for anything they do but that it is "the thing." But it is not only among fashionable women that slavery to custom in dress prevails; one sees girls who go but little into society, who are far from being wordly-minded at heart, and whose sincere desire is to please their friends and relations with their appearance, make utter guys of themselves, in all simplicity, under the idea that they look both fashionable and fascinating. They have just as little notion of dressing becomingly, and are just as anxious to wear "what other people do," as any leader of fashion. There must of course be a reason both for their bad taste and for their slavery to custom.

With regard to the ugliness and vulgarity of many women's costumes, I have a theory which I cannot help thinking furnishes at any rate a partial explanation of the disagreeable fact. Your contributor says that "dress should be, in the first place, conscientious; in the second, beautiful; in the third, appropriate." Now, though I myself have not the smallest pretensions to be looked upon as a model of good dressing, I am, nevertheless, very critical of other people's appearance, and I have come to the conclusion that it is the utter want of any sense of the last quality mentioned by your contributor—*i. e.* appropriateness—which is the chief cause of the offences to good taste which women so commonly commit in their dress. No one will deny that there are several fashions in vogue now-a-days which in themselves are not only not ugly and inartistic, but the reverse. There is surely a nearer approach to picturesqueness, on the whole, than there was twenty years ago. I mean in the fashions of hair-dressing, the absence of tight-lacing, and the general tendency towards fancifulness in costume. If any one will compare some of the least exaggerated of the various forms of chignon which are so deservedly abused with the hair of some old Greek or Roman statue, he will find a considerable similarity between them; and many of the "walking-dresses" which are now so general would be called pretty and becoming in a picture. Yet these very dresses, even while we may call some of them pretty in themselves, somehow do not strike us agreeably, even in an artistic sense, as we come across them in everyday life. I believe that it is because they look out of place; incongruous with their surroundings, unfit for their purposes, and therefore vulgar. Nobody can be sincere in wishing to regulate the dress of modern society according to the modes of the ancients. It is all very well to talk about the horror which a Greek sculptor would feel if he were to walk into a modern drawing-room; but I suppose that no one would wish to see English ladies walking down Regent-street, or braving this climate in the country, in the dress of a Greek statue? Yet it strikes me that many of the present fashions, though they are warmer than such a costume would be, are not a bit more appropriate to our life. What can be more incongruous than the dirt and dinginess of London with the rich and fanciful dresses which ladies parade there? What more inconsistent with daily business than the amount of time necessary to do a young lady's hair in an elaborate manner? And what more inconvenient, as well as extravagant, than long dresses trailing all over a house where everybody is in full flow of incessant motion? Let alone the discomforts of perpetually treading and being trodden upon, tearing our skirts on every spare nail, and seeing them gradually growing dirty under our eyes, there really is not time in these days to waste upon catching our feet in folds of stuff, stumbling, and begging people's pardon. It is true that trailing skirts are much less general now in the morning than they used to be, but that is not because people have become convinced of their folly. The change is simply a caprice of fashion, and there is nothing to prevent long dresses from "coming in" again to-morrow—nothing, that is to say, unless there could be found among women who are in a position to set the fashion one or two with sufficient sense to invent, and sufficient strength of mind to stick to, some form of dress suited to the requirements of the present state of society. Not only one, I conceive, but as we women and men dressed exactly alike; I mean—putting the question of petticoats aside—equally plainly. Your contributor himself clearly approves of rich materials and graceful forms in women's dress; and he also apparently thinks that there might be an improvement for the better in the male costume, in which I venture to agree with him. Why, as he says, should men have all the ease and women all the elegance? Let men set, to work to improve their own dress, and then if, as I have said, some ladies who have it in their power would undertake to set the fashion of more sensible attire for women, I feel certain that they might easily invent some costume which would admit of sufficient variety for purposes of beauty, and which, at the same time, might be simple enough to render women less helpless and less hampered by dress in their motions. Meantime, so long as women will persist in wearing things which are unappropriate to their purpose, so long, I maintain, they will continue to look vulgar. Of course there are many women who have no sense of beauty in anything whatever, and others who do not care how they look; and neither of these can be expected to look well. But it is a painful fact that numbers of refined women, who have ideas of beauty, and who care very much how they look, nevertheless often put themselves into costumes which strike one as both ugly and vulgar; and I feel certain that these women's appearance would be considerably improved if they only possessed a little more sense of fitness.

So much for my theory as to one of the principal causes of women's bad taste in dress. As to the other question—their slavery to fashion, and craving after novelty—I wish now to say only one thing. Is it just that women should be abused as they are for their extravagance and folly in the matter of dress, and that men should altogether escape any of the blame of it? Those of women for their absurdities and wrong-doings in this matter has been very freely lavished for a long time past, but it never appears to have struck any one that the women have husbands and brothers who are far from being devoid of opinions on dress, and who certainly must have some influence on their wives and sisters. People say, I know, that women will not attend to what men say on this subject, and that they dress for one another. If extravagances in dress were confined to wordly and dissipated women, who care only for show, it would be credible; but I do not and will not believe that so many true-hearted, domestic, and affectionate women, who care more at the bottom of their hearts for their husbands or brothers than for anything else, would be outwardly such slaves to fashion as they are if they were not encouraged in it, more or less directly, by their male relations. Even in my very small experience, I have known men with atrocious taste, and with quite a great a desire to see their female belongings dressed "fashionably" as the women themselves could possibly have; and if there are a few men with these notions, may there not be more? There is, I know, an inherent desire in most women (I beg to remark, *en passant*, that it is not inherent in all) to please men; I know myself that many girls, who I dare say get the public credit of caring only for fashion and appearance, would take down their chignons, take off their earrings, or wear an unbecoming colour in a moment to please a man they really cared for. And seeing this, I find it impossible to credit entirely the sincerity of the abuse which men lavish upon women's extravagances. No one can deny that women, from time immemorial, have been inclined to make heroes of men, and to look up to their judgment—extremely foolishly, no doubt, but still they have done it. And I firmly believe that there is not likely to be an improvement in the follies which men so loudly complain of until they wage a serious and earnest war against them among their own friends and families as well as in the public papers.

In conclusion, I must say that I think my sex generally owes a debt of gratitude to your contributor for the courteous and non-abusive spirit of his article. He has contrived to utter many plain and disagreeable truths in a manner which could not offend any woman of sense, however much she might disagree with his sentiments; which is certainly much more than can be said for most articles upon the subject of women's delinquencies.

Holding an editor responsible for his contributor's sentiments, I beg to subscribe myself, yours most gratefully,

A YOUNG WOMAN WHO HAS NO DESIRE TO CULTIVATE "HABITS OF DEPENDENCE."

Wednesday, June 23, 1869.

The Duke of Cambridge is coming over to study the art of war in a mild way at the Camp of Chalons for a few days. The Emperor goes there almost immediately, instead of to Fontainebleau. There is great curiosity to know whether our gallant Duke is bringing his Military Secretary and Mr Cardwell with him, as the French officers are very curious to see the English cruet-stand. Do you know why the triumvirate is so called? Of course you do. The Duke is pepper; the old gentlemen who writes bad letters signed in a good hand is vinegar; Cardwell is oil of course. Will not General Bourbaki, whom the French call mustard, complete the condiments of a glorious salad for the Emperor?—*Paris Letter.*

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